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DELAWARE TRANSPORTATION FACTS 2004



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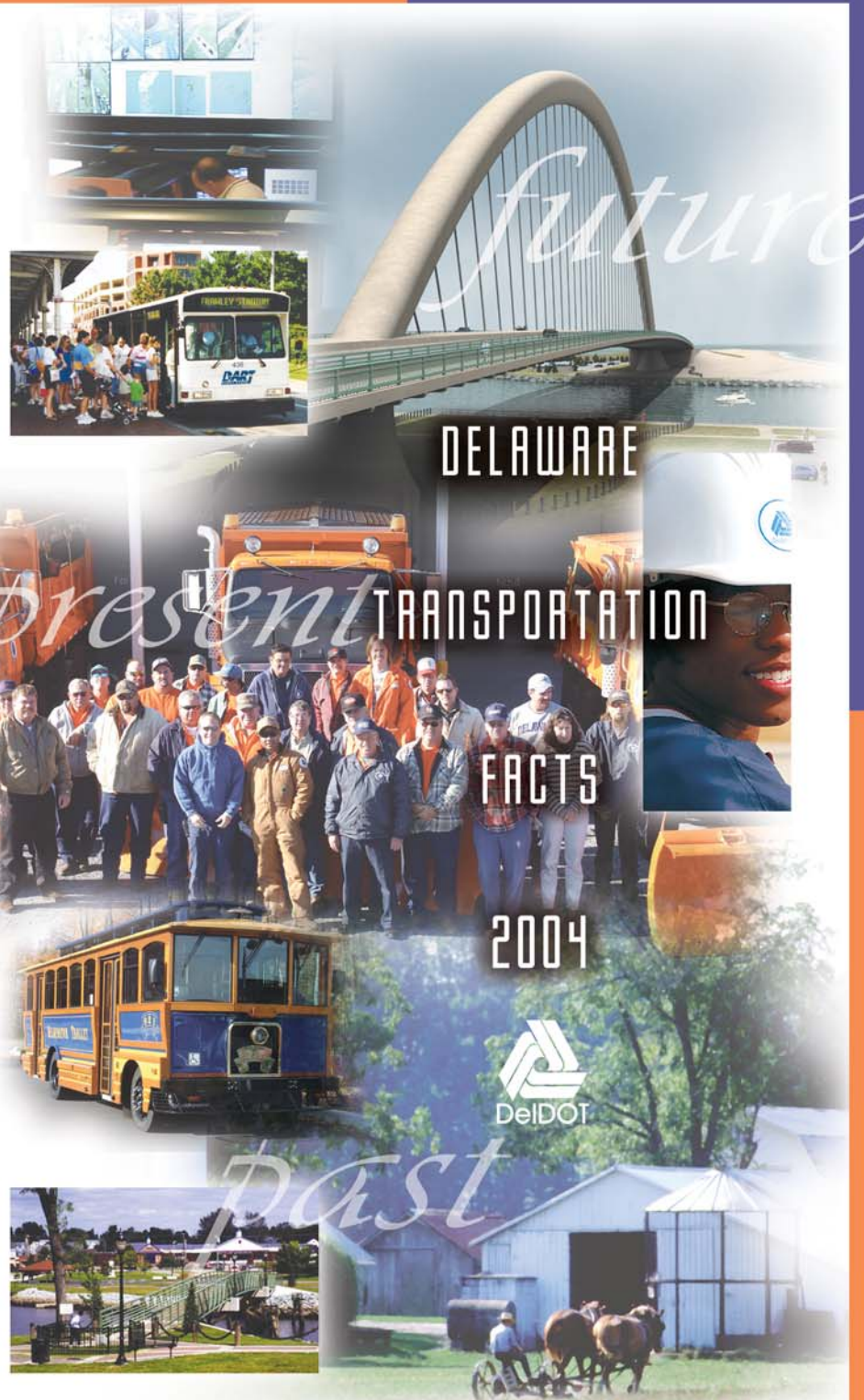


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DELAWARE
TRANSPORTATION
FACTS 2004



Ruth Ann Minner
Governor

Nathan Hayward III
Secretary
Delaware Department of Transportation



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Letter from Governor Minner

Four years ago after taking the oath of office, I promised to work toward preserving and protecting existing infrastructure investments and assets through my "Livable Delaware" plan. Secretary Hayward and the employees of the Department of Transportation have been working hard to meet the challenge of providing a transportation system that meets the varied needs of our communities and businesses. 2004 was a stellar year for DeIDOT, employing new solutions to old problems while at the same time, planting the seeds of our state's future.

In each county, DeIDOT has paved the way in meeting the goals set forth in my Livable Delaware plan. In New Castle County, working with historical groups, DeIDOT was a key architect in securing parkland and preserving the historical structure, Tweeds Tavern. In its fourth of a seven-year project, the Blue Ball project not only provides road improvements and pedestrian access to accommodate a community and area businesses, but also incorporates economic development,



as well as parkland and historical preservation. In Kent County, DeIDOT was instrumental in preserving the historic property and farmhouse at Eden Hill Farms, so that Kent Countians can forever enjoy the area and open space. Since 2001, DeIDOT has been a key negotiator in helping the state purchase almost nine thousand acres of forest land in Sussex County, to prevent further development in areas that are becoming saturated from development.

These projects, along with the many others that ease congestion and keep us safe as we travel, go a long way in meeting our commitment to create a truly more Livable Delaware. As Governor of the State of Delaware, I'm proud to say that our Department of Transportation does more than build roads.

A handwritten signature in blue ink that reads "Ruth Ann Minner".

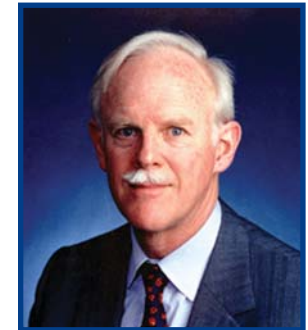
Ruth Ann Minner
Governor, State of Delaware

Letter from Secretary Hayward

It is my pleasure to release the fifth edition of the Delaware Transportation Facts Book. Since our first publication, we've come a long way at the Department of Transportation. The Department's reorganization has brought fresh, new approaches to the way we conduct business, using the latest technologies, working smarter, and most of all listening to our customers.

Last July, the Division of Motor Vehicles (DMV) became an entity of DeIDOT. One of the first improvements to the DMV was the construction of the Sussex County DMV facility in Georgetown, which was outdated and in need of expansion to keep up with growth. In Dover, improvements include drive-thru windows at the administrative building and additional inspection lanes.

Also in 2004, the Shellpot Railroad Bridge Rehabilitation was completed, and we celebrated the restoration of a freight rail line to the Port of



Wilmington. Hybrid busses were added to DART First State's fleet to conserve energy and to improve the quality of the air we breathe. To increase safety on our roadways, red light cameras are being installed at certain intersections.

As you will see from the contents of this booklet, we are holding true to our commitment to make Delaware's transportation system the safest, most efficient and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods. We hope that you will find this publication both informative and useful to your needs.

A handwritten signature in blue ink that reads "Nathan Hayward III".

Nathan Hayward III
Secretary, Delaware Department of Transportation

DeIDOT Organization & Mission

The Delaware Department of Transportation (DeIDOT)



DeIDOT Mission:

To provide a safe, efficient, and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.



Ruth Ann Minner
Governor, State of Delaware

Nathan Hayward III
Secretary of Transportation

Transportation
Solutions

Office of the Secretary

Planning

Maintenance &
Operations

Delaware Transit
Corporation

Technology & Support
Services

Division of Motor
Vehicles



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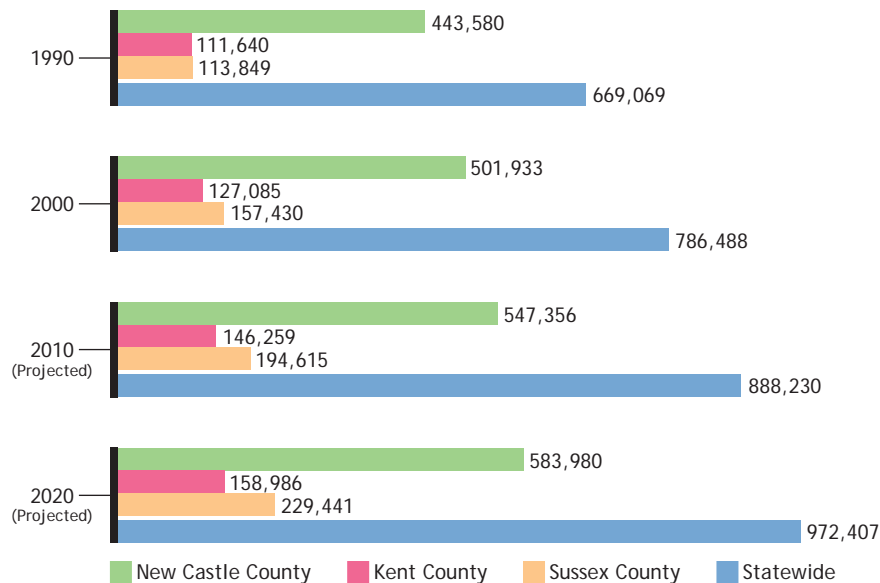
About Delaware

Our State's Population

Between 1990 and 2020, Delaware's population will have grown over 45%, and by 2020 it is projected our numbers will be well on the way to the one million population benchmark. The charts below show the highest concentration of people reside in New Castle County; however, Sussex County is experiencing the highest growth rate. By 2020, many aging baby boomers are expected to retire to Sussex, more than doubling the 1990 population there. These figures have implications for future transportation planning, especially for transit, since many older people either cannot or prefer not to drive.

Delaware Population, 1990-2020

Figure 1.1



Source: Center for Applied Demography & Survey Research, University of Delaware, U.S. Bureau of Census (Census 2000), Delaware Population Consortium

Note: Census figures are updated every 10 years.

How We Commute

The majority of Delawareans drive alone to work each day. A survey conducted by the University of Delaware showed an average of 81.9% of commuters in New Castle County, 78.5% in Kent County, and 70.6% in Sussex County drive alone on their journey to work. Sussex commuters are more likely to drive with others in the same vehicle. Though few use other modes to get to work, New Castle County has the highest number of people who take the bus to work, while more people walk to work in Sussex. This survey represents a sampling of residents from each county, with survey percentages averaged for the 4-year period.



Average Modal Use to Work - by County, 2000-2003

Figure 1.2

	New Castle	Kent	Sussex
Drive Alone-Single-Occupant Vehicle	81.9%	78.5%	70.6%
Multi-Occupant Vehicle	13.2%	20.5%	25.7%
Bus	1.9%	<1.0%	<1.0%
Bike	<1.0%	<1.0%	<1.0%
Walk	2.4%	<1.0%	3.4%

Source: Center for Applied Demography & Survey Research, University of Delaware

Focus On... Division of Motor Vehicles

DMV Services & Facilities Are Expanding

As part of the 2003 reorganization of the Delaware Department of Transportation, DeIDOT became responsible for the administration of the Delaware Department of Motor Vehicles. Since then, a number of DMV service improvements and facilities expansions have been underway.

Georgetown Division

In February 2004, ground was broken in Sussex County for a new 38,500 square foot Georgetown DMV administrative building and inspection lanes. The new facility is located just east of the existing building it will replace. It will have seven inspection lanes, new cueing lanes for motorists awaiting inspection, drive-thru tellers where customers can get inspection renewals without ever leaving their cars, and 350 parking spaces. Opening is slated for May 2005.



Dover Division



In Dover, new roundabouts link Dover's Division of Motor Vehicle inspection lanes to DeIDOT's Administration Center, and the Department of Safety and Homeland Security offices. In spring 2005, construction will begin on two new DMV drive-thru lanes, six additional customer service stations, and two more inspections bays.

DeIDOT Division of Motor Vehicles



DeIDOT's Division of Motor Vehicles (DMV) inspects and registers vehicles; issues titles; tests for and issues regular and commercial driver licenses; offers driving manuals and

education courses on subjects such as defensive driving, aggressive driving, motorcycle and boater training, and conducts DUI alcohol programs. At the DMV, drivers can also register to vote or sign up to become an organ donor.



DeIDOT Division of Motor Vehicles offices and inspection lanes are located in Greater Wilmington, New Castle, Dover and Georgetown. All are open weekdays from 8:00 AM to 4:30 PM, except Wednesdays, when they are open from noon until 8:00 PM.

See page 72 for branch phone numbers. For directions and other information, go to www.dmv.de.gov/. This website offers a guide for new residents, a list of fees, forms you may wish to download, and answers to many of your questions.

New Designs!

In addition to driver licenses, the DMV also issues handicapped plates and placards. This year, for the first time since 1997, license and handicap identification card designs have been modernized and improved. Many new security features have been added to protect the holder's identity and to help reduce fraud. These new license and handicap ID card designs will be phased in as current licenses and IDs expire.



Air quality testing is also performed at DMV Inspection Lanes. Assuring that cars and trucks meet air quality standards is helping Delaware meet the Ozone Challenge.

Slower moving traffic on congested local roads causes the release of volatile organic compounds (VOCs) such as hydrocarbons. Faster moving traffic on freeways and arterials causes release of nitrogen oxides. Peak and off-peak travel periods cause different types of emissions. Roadway improvements, which allow higher speeds and levels of service, decrease hydrocarbons but increase nitrogen. Delaware must meet mandated reductions, but hard decisions will have to be made to comply with EPA regulations.

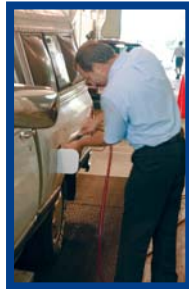
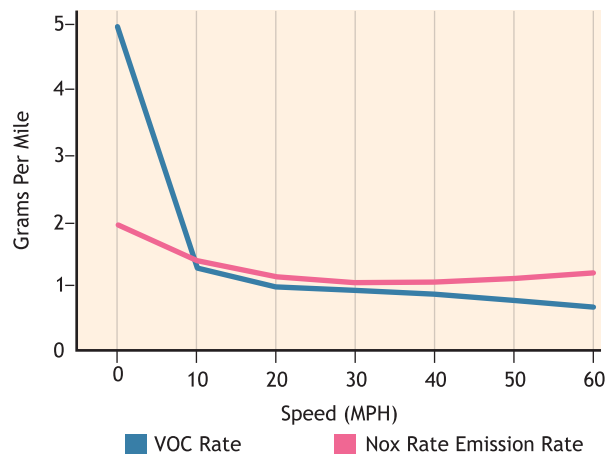


Figure 2.1



12

DelTrac saves time, money and lives by using technology to better manage transportation. DeIDOT's DelTrac Program offers trained people, exciting new technologies and clear strategies for managing transportation system issues such as traffic congestion, major accidents and events, weather emergencies, and homeland security, 24 hours a day, 365 days a year. DelTrac has been integrated into every aspect of DeIDOT transportation planning and operations.

Transportation Management Teams (TMTs) — such as those created to respond to accidents on major roadways or to respond to weather emergencies — operate throughout the state, but the monitoring and administration portions of the DelTrac Program are centered in DelDOT's state-of-the-art Transportation Management Center (TMC). There, a highly trained technical staff uses the latest intelligent transportation system management tools, such as satellites, sensors, cameras, fiber optics, wireless, and the internet, to monitor and control everything from traffic lights, to incident and emergency management, to real time information on transit schedules and traffic conditions.

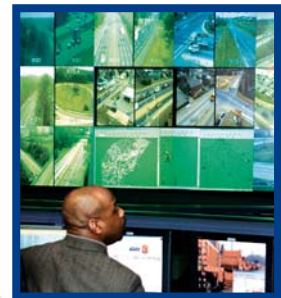


Figure 3.1



13

Technology & Safety

Red Light Running

DeIDOT's red light running enforcement system is an example of a DelTrac technology that is helping to improve safety on our roads and saving lives. Cameras have been placed at many intersections statewide where past accident history or reports from police indicate that drivers have frequently been running red lights. In other jurisdictions, cameras have reduced red light running by up to 70%.



E-ZPass

E-ZPass is helping reduce congestion on Delaware's highways. Drivers who have signed up for E-ZPass can use this timesaving technology to "keep movin' and pay tolls while they roll" in Delaware or anywhere E-ZPass is accepted. E-ZPass Delaware is the only state agency that offers local customer service 24 hours a day, seven days a week. To learn more, visit www.EZPassDE.com.

In Delaware, you will find dedicated E-ZPass lanes on I-95 and the Delaware Memorial Bridge. New highway-speed "express lanes" are located on SR1 in Dover.



Moving People - Roadways



Moving People - Roadways

Highway Transportation

Vehicles

In 2003, passenger cars, station wagons and commercial vehicles made up 87.6% of Delaware's 778,015 registered vehicles. While registrations dipped in 2002, they rebounded in 2003, adding 22,744 vehicles to our roadways. Also of note, motorcycle registrations have increased almost 45% from 1999 to 2003. Pass-through traffic from other states also adds to traffic using our roads.

Motor Vehicle Registrations, 1999-2003

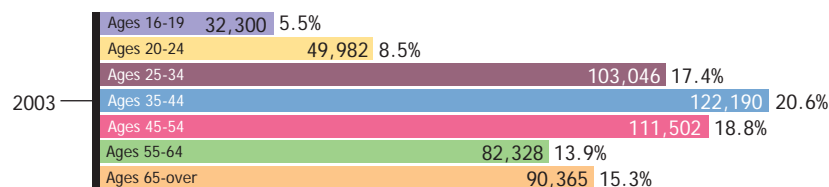
Figure 4.2

	1999	2000	2001	2002	2003
Passenger Cars	369,697	378,175	382,898	389,400	393,304
Station Wagon	116,914	124,177	130,968	140,132	151,834
Commercial	126,574	129,986	130,508	133,331	136,140
Farm Truck	2,967	2,875	2,888	2,877	2,866
Recreational	6,702	6,577	6,324	6,211	6,016
Trailer	53,093	55,853	58,223	60,382	63,048
Motorcycle	10,602	11,625	12,722	13,721	15,318
Other	7,781	8,084	8,676	9,217	9,489
Year Total	694,330	717,352	773,207	755,271	778,015

Source: DelDOT Division of Motor Vehicles

Licensed Drivers by Age, 2003

Figure 4.3



Total Licensed Drivers = 591,713 (percent change from Year 2002: +2.447%)

Source: DelDOT Division of Motor Vehicles

Licensed Drivers

In 2003, there were 591,713 licensed drivers in Delaware, representing an increase of approximately 2.5% from the 577,581 licensed drivers in 2002. The 35-44 year-old age group remains the largest at 20.6%, followed by ages 45-54 at 18.8%, and ages 25-34 at 17.4%.

Lane Mileage

The Delaware Department of Transportation is responsible for maintaining 89% of the 12,508 lane miles of roads in Delaware. Delaware is one of only a few states with this high percentage of public roads under Department of Transportation jurisdiction. The national average is approximately 20%. Municipalities are responsible for the other 11%. DelDOT's jurisdiction includes everything from the I-95 interstate highway that runs through New Castle County, to residential streets and rural roads. As the number of lane miles increase, maintenance and repair budgets also increase, because an expanding system calls for expanded support services. Twenty-five percent of Delaware's roads qualify for federal funds for rehabilitation and reconstruction projects.

Lane Miles, as of 12/31/2003

Figure 4.4

	Interstate	Other Freeways & Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total Lane Miles
New Castle	252.94	16.20	673.49	377.48	482.73	104.62	3,209.95	5,117.41
Kent	0	43.20	200.34	197.77	470.24	69.82	1,836.58	2,817.95
Sussex	0	0	429.05	172.60	630.89	169.83	3,298.18	4,700.55
Total	252.94	59.40	1,302.88	747.85	1,583.86	344.27	8,344.71	12,635.91

Source: DelDOT Planning

Moving People-Roadways

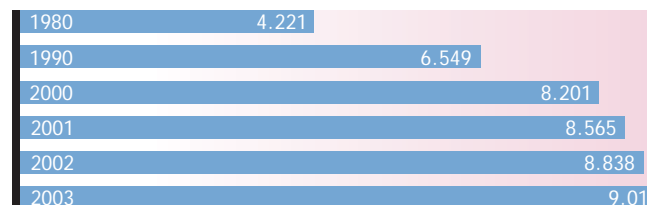


Vehicle Miles of Travel

Vehicle miles traveled (VMT) represents the total miles traveled by all vehicles for a section of roadway in a given amount of time. Ten cars per hour on one-mile of a one-lane road = a VMT of "10." If there were ten cars in each of four lanes on the one-mile, the VMT would be 10 x 4 or "40." Within the last 23 years, the annual average number of vehicle miles traveled (VMT) on all state roadways has more than doubled from 4.221 billion in 1980 to 9.01 billion in 2003.

Average Annual Vehicle Miles Traveled (in Billions) 1980-2003

Figure 4.5



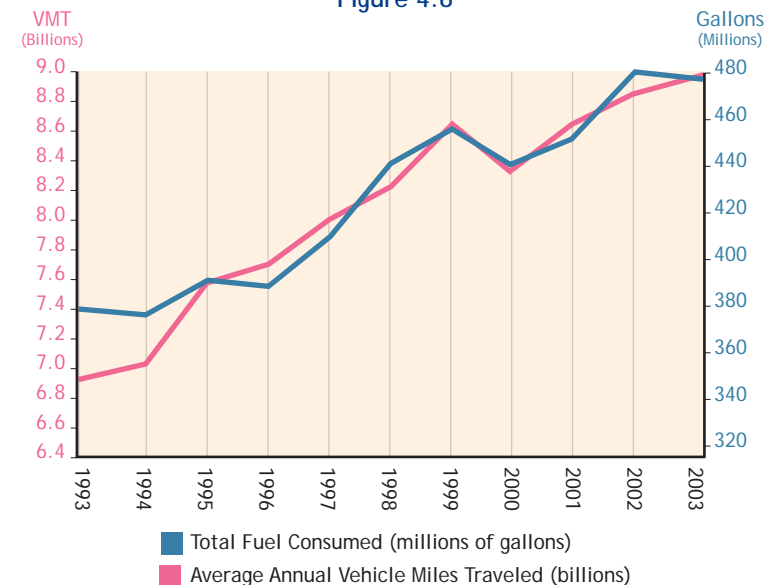
Source: DeIDOT Planning

Fuel Consumed

The amount of fuel consumed dropped from 482 million gallons in 2002 to 479 million gallons in 2003, despite a slight increase in Vehicle Miles Traveled. VMT increased from 8.83 billion miles in 2002 to 9.01 billion miles in 2003. The fuel decrease may be the result of a rise in the average price of gasoline coupled with improved fuel efficiency.

Fuel Consumed vs. Vehicle Miles Traveled 1993-2003

Figure 4.6

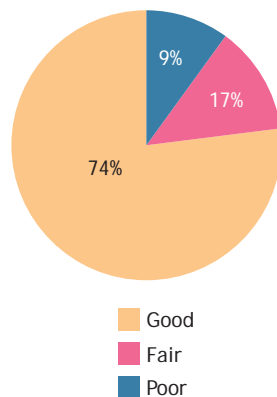


Source: DeIDOT Planning & DeIDOT Motor Fuel Tax Administration

Moving People - Roadways

Road Pavement Condition, 2004

Figure 4.7



Source: DelDOT Pavement Management Section

Pavement Conditions

DelDOT's Pavement Management Section collects data on the condition of state and federally funded highways to establish priorities for rehabilitation. Prioritization is based on overall pavement condition, road functional class, average annual daily traffic, coordination with other construction projects, and the presence of schools, hospitals, transit routes, and other crucial public services.

With the implementation of DelDOT's new Pavement Management System, which devotes an escalating share of road maintenance funds to preventive maintenance, as of 2004 approximately 74% of Delaware's roads are rated in good condition, with an additional 9% programmed for improvement (planned and funded).



Traffic Safety

In 2003, the total number of crashes, personal injury crashes and persons injured decreased. However, the number of fatal crashes increased and persons killed rose from 127 to 145.



Statewide Crash & Injury Data, 2001-2003

Figure 4.8

	Total Crashes	Fatal Crashes	Personal Injury Crashes	Property Damage Crashes	Persons Killed	Persons Injured
2001	20,406	119	6,019	14,268	139	9,965
2002	21,215	117	6,172	14,926	127	9,965
2003	21,019	136	5,645	15,238	145	8,895

Source: Delaware State Police Annual Traffic Statistical Report, 2003

Accidents by Type of Vehicle

Since there are many more cars and trucks on the road than motorcycles or other types of vehicles, crashes involving these categories resulted in the most injuries and fatalities. However, looking at results as percentages of vehicles involved, in 2003, 97% of accidents involving motorcycles resulted in injuries and 5% were fatal. The fatality rate for people riding in either cars or trucks during crashes was less than 1%. At 28% for cars and 27% for trucks, the personal injury rate for these two vehicles was about the same.

Accidents by Age of Driver

Over the 3 years shown on page 22, younger drivers have been involved in more crashes and more fatal crashes. The 25-34 age group ranks first, with a 3-year total of 21,651 accidents and 121 fatal crashes. The 35-44 age group is a close second with a 3-year total of 21,212 accidents and 119 fatal crashes. However, if you combine the Under 19 and 20-24 age groups, they take the lead with a total of 29,894 accidents with 158 fatal.

Moving People - Roadways

Accidents by Type of Vehicle, 2003

Figure 4.9

	Number of Vehicles	Vehicles in Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Passenger Car	31,907	182	8,832	22,893
Truck	5,489	40	1,460	3,989
Bus	113	2	35	76
School Bus	174	2	30	142
Motorcycle	288	14	201	73
Farm Tractor & Farm Equipment	24	0	8	16
Other or Not Stated	1,355	3	179	1,173
Total	39,350	243	10,745	28,362

Note: Truck=Pick-up Truck, Van/Panel Truck, Truck Tractor & Semi, 6-Wheel/10-Wheel Trucks;
 Passenger Car number includes Sport Utility Vehicles, Mini-vans and Passenger Vans.
 Source: Delaware State Police Annual Traffic Statistical Report, 2003

Crashes by Age of Driver, 2001-2003

Figure 4.10

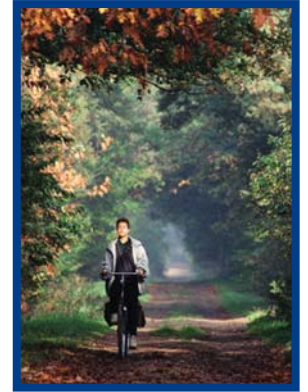
	2001		2002		2003		3 Year Total	
	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes	All Crashes	Fatal Crashes
19 & Under	4,686	21	4,807	25	4,642	28	14,135	74
20-24	4,987	21	5,345	24	5,427	39	15,759	84
25-34	7,302	48	7,249	37	7,100	36	21,651	121
35-44	7,040	32	7,244	40	6,928	47	21,212	119
45-54	4,911	31	5,153	25	5,112	46	15,176	102
55-64	2,744	15	2,965	22	3,006	16	8,715	53
65-74	1,585	10	1,645	8	1,574	16	4,804	34
75 & Older	1,068	12	1,103	9	1,019	10	3,190	31
Unknown	4,338	2	4,595	0	4,542	5	13,475	7
Total	38,661	192	40,106	190	39,350	243	118,117	625

Source: Delaware State Police Annual Traffic Statistical Report, 2003

Pedestrians/Bicyclists Involved in Accidents

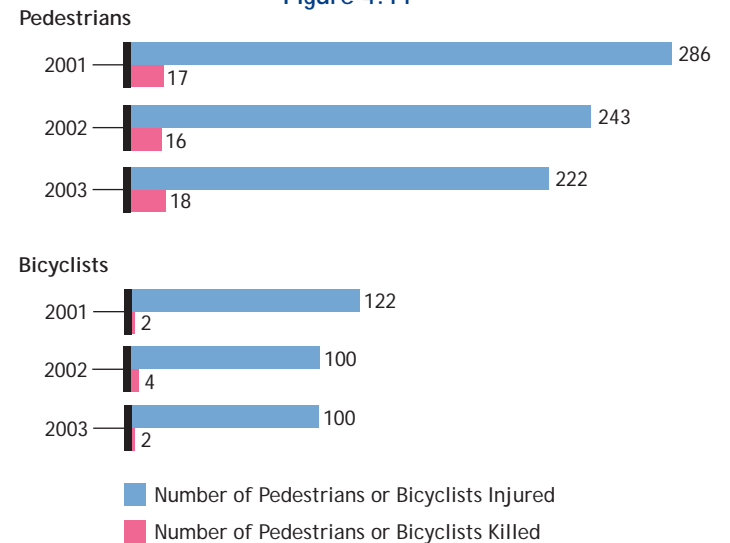
Pedestrian and bicycle accident figures over the last 3 years confirm that better marked intersections, bike lanes and other improvements are helping increase safety for Delaware walkers and bicyclists. The number of pedestrians injured in accidents declined from 286 in 2001 to 222 in 2003. Bicycle accident injuries also declined from 122 in 2001 to 100 in 2003.

Pedestrian and bicyclist deaths remained about the same during the 3-year period.



Pedestrian/Bicyclists Involved in Accidents 2001-2003

Figure 4.11



Source: Delaware State Police Annual Traffic Statistical Report, 2003

Moving People - Roadways

Bridges



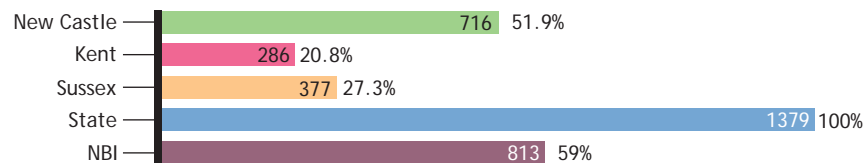
The Department of Transportation is responsible for maintaining 1,379 of Delaware's 1,456 bridges. Municipalities, railroads, the Delaware River & Bay Authority, private owners, and others are responsible for maintaining the other 77. Bridge construction has occurred in cycles, with two especially active periods being the Depression era (1920-1934) and the interstate era (1950-1979).

Approximately a third of all bridges in the state were built before 1950. Of those bridges, many are small, narrow, and obsolete. However, many are historic community assets and won't be replaced, but will be maintained to retain their character.

Aging, plus increasing traffic volume, is contributing to the deterioration of many of the large bridges built in the interstate era, increasing maintenance and rehabilitation costs. Any structure that is 20 feet or longer is included on the National Bridge Inventory (NBI). This federal program requires inspection on a two-year cycle.

State Maintained Bridges, 2004

Figure 4.12



Source: DelDOT Bridge Management Section

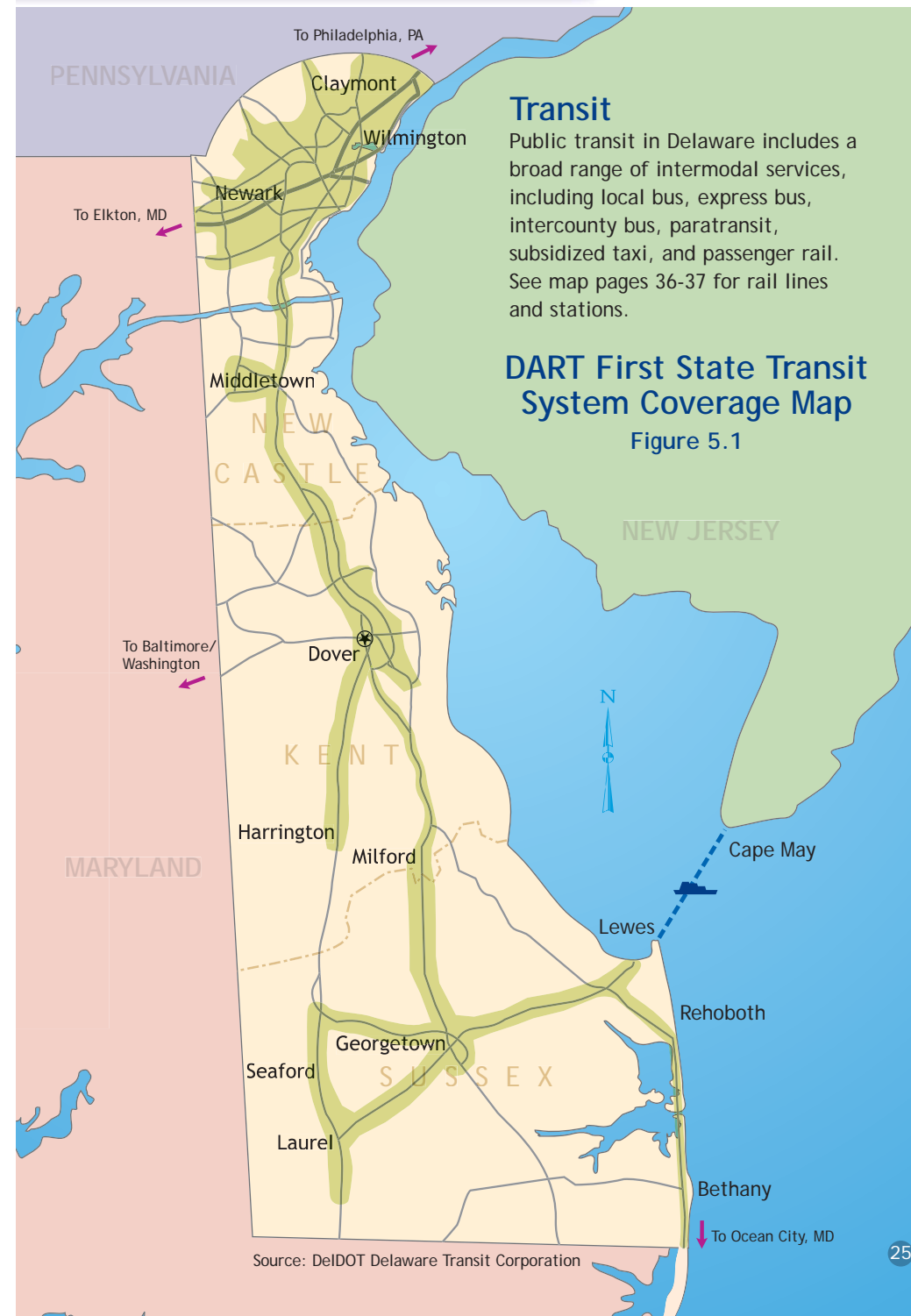
Moving People - Transit

Transit

Public transit in Delaware includes a broad range of intermodal services, including local bus, express bus, intercounty bus, paratransit, subsidized taxi, and passenger rail. See map pages 36-37 for rail lines and stations.

DART First State Transit System Coverage Map

Figure 5.1



Source: DelDOT Delaware Transit Corporation

Moving People - Transit

Bus

The Delaware Transit Corporation (DTC) is an operating division of the Delaware Department of Transportation, providing a full range of transit services under the brand name "DART First State." In 2003, the American Public Transportation Association (APTA) named DART First State "Most Outstanding Public Transportation System." This is one of the highest honors that can be awarded to any transit agency in North America.

Statewide Bus Service

DART provides local fixed route bus service throughout the state. In addition, Intercounty Route 301 operates between New Castle and Kent Counties, connecting their local fixed route services and the Wilmington Train Station. Intercounty Route 303 connects Kent and



Sussex Counties and their fixed routes. On Friday evenings, Saturdays, Sundays and holidays, between Memorial Day and Labor Day weekends, DART Route 305, the

Beach Connection, links New Castle and Kent Counties with the Rehoboth Park & Ride and Resort Transit. All DART buses are wheelchair accessible.

DART First State Buses - New Castle County

DART First State provides weekday bus service on over 40 fixed routes throughout northern New Castle County, with the majority serving downtown Wilmington and its thousands of workers. Evening and Saturday service is available on many routes. Key hubs include the Wilmington Train Station, Rodney Square, and Christiana Mall. DART First State also operates the Wilmington Trolley - Route 32, an 1890s style rubber-tired "trolley," serving the Wilmington Train Station, Rodney Square and the Wilmington



Riverfront. The success of the Wilmington Trolley earned DART the 2003 Governor's Tourism Award. In addition, DART operates two shuttle routes connecting Fairplay Station to employment, shopping, educational and medical destinations throughout the Churchmans Crossing area. DTC maintains 32 Park & Ride and 7 Park & Pool lots in New Castle County (see map, p. 35). The county has over 1,968 bus stops, 187 passenger shelters and 65 benches.

DART First State Buses - Kent & Sussex Counties

Kent County bus service includes twelve weekday routes in the Dover area, plus connections with Intercounty Routes 301 and 303. DART also offers GoLink Night & Flex Service between 6:00 p.m. and 9:00 p.m. with advanced reservations. In Sussex County, DART operates three weekday routes, including Intercounty Route 303. There are two shuttles through the Welfare-to-Work program. The Dover-Harrington shuttle started a few years ago and a new shuttle between Seaford and Delmar started recently. Between Memorial Day and Labor Day weekends, Resort Transit operates seven routes throughout the resort area, including Ocean City, Maryland. Most of these routes operate seven days a week. DART Route 305, the Beach Connection, links New Castle and Kent Counties with the Rehoboth Park & Ride and Resort Transit. DTC maintains 9 Park & Ride and 6 Park & Pool lots in Kent and Sussex Counties (see map, p. 35).

Paratransit Services

DART First State provides statewide door-to-door bus service for individuals who are unable to use fixed route bus service due to age or disability. Certification, as defined by the Americans with Disabilities Act, is required to utilize the paratransit service. This service is also available to individuals in need of transportation to and from renal care centers for dialysis treatment. Reservations for paratransit service must be made at least one day in advance.

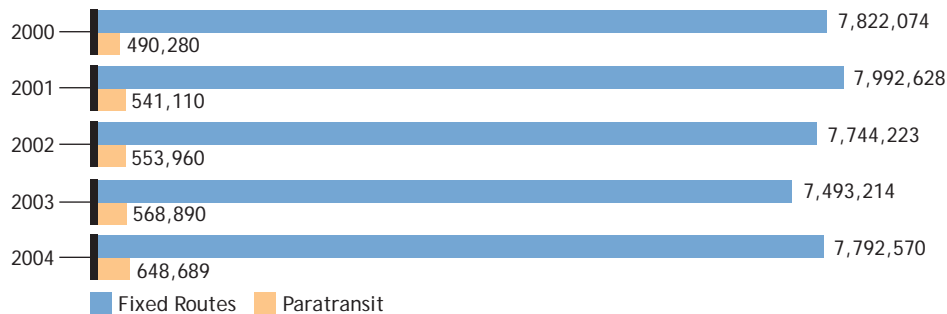


Moving People - Transit



DART First State Bus Ridership, FY 2000-2004

Figure 5.2



Source: DelDOT Delaware Transit Corporation

Other Local Buses

Other bus services downstate include the Delaware River & Bay Authority shuttle between the Cape May-Lewes Ferry and Rehoboth Beach, and the Jolly Trolley between Rehoboth Beach and Dewey Beach. Upstate, two Newark shuttle services include one operated by the University of Delaware, and Unicity, which is operated by the City of Newark and funded by DelDOT. Also upstate is "The Bus" which runs from downtown Elkton to U.S. 40 and Glasgow.

Private Carriers

Interstate bus services from carriers such as Greyhound and Carolina Trailways serve Wilmington, Dover, Georgetown and beach areas, providing connections to various points on the east coast and beyond.

Train

Passenger Rail Service

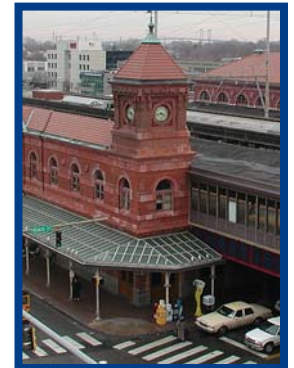
Intercity passenger rail service is provided by Amtrak, offering both high-speed Northeast Corridor and long-distance trains. Local and commuter services are provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) under contract to the Delaware Transit Corporation.



Amtrak

On average, 85 Amtrak trains serve the historic Wilmington Train Station each weekday, which includes up to 30 high-speed Acela Express trains. The number of weekend service trains is slightly lower. Two Amtrak trains serve the Newark Station daily. While most Amtrak trains serving Delaware make frequent direct connections to Richmond, Washington, New York and Boston, there is also direct service to the Carolinas, Atlanta, Miami, New Orleans and Chicago. In FY '04, Amtrak provided 753,775 passenger trips to/from Delaware.

The Wilmington Train Station was built by the Pennsylvania Railroad in 1905 and is considered one of the nation's crown jewels of functional historic railroad rehabilitation. The station is the focal point of Wilmington's riverfront development. In addition to the Wilmington and Newark stations, other Amtrak facilities include the Wilmington and Bear Maintenance Shops, the Consolidated National Operations Center (CNOC) and the National Training Center.



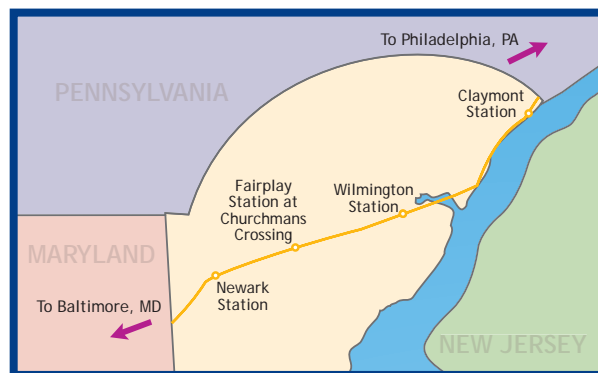
Moving People - Transit

SEPTA

The Wilmington and Claymont stations are served by 35 SEPTA trains each weekday. With the opening of Fairplay Station at Churchmans Crossing in 2000, Delaware increased its station facilities to four. Funded by the Delaware Transit Corporation, operating as DART First State, SEPTA provided 783,663 passenger trips in Delaware in FY'04. The Newark, Fairplay and Claymont stations feature free Park & Ride facilities. All of Delaware's rail stations, including Wilmington, offer fully intermodal transit connections and are wheelchair accessible.

Delaware Train Stations

Figure 5.3



Source: DeIDOT Delaware Transit Corporation

DART First State's SEPTA R2 Annual Ridership, FY 2000-2004

Figure 5.4



Source: DeIDOT Delaware Transit Corporation

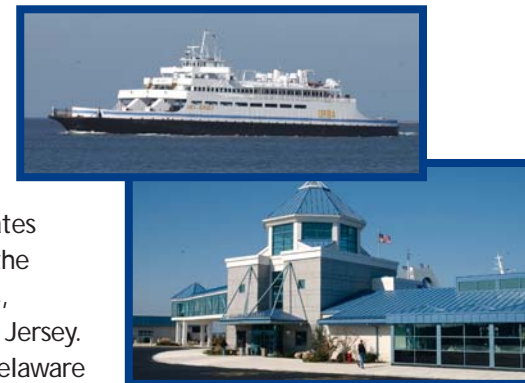


Moving People - Nautical

Nautical

Cape May - Lewes Ferry

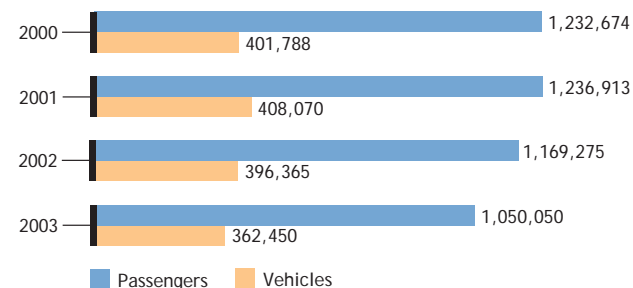
Delaware's largest ferry operates along a 17-mile route across the Delaware Bay between Lewes, Delaware and Cape May, New Jersey. Owned and operated by the Delaware River & Bay Authority, it serves as a tourist and recreational attraction, as well as an alternative to the Delaware Memorial Bridge for motorists traveling the Delmarva Peninsula.



Each ferry in the five-vessel fleet can carry up to 100 cars and 800 passengers. Ferries make 11 to 17 trips daily during the summer and 5 to 11 trips daily the rest of the year. Ridership and vehicle trips increased in 2001, but by 2003 both the number of riders and vehicles had declined.

Cape May-Lewes Ferry Annual Ridership 2000-2003

Figure 5.5



Source: Delaware River & Bay Authority

Woodland Ferry

This ferry across the Nanticoke River, a few miles west of Seaford, Delaware, has been operating since 1793 and is one of the few cable-run ferries on the East Coast. Owned and operated by DeIDOT, the ferry holds three cars or one tractor trailer and provides free service for local and tourist traffic during daylight hours, conditions permitting.

Moving People - Walking

Walking

Since 1990, Delaware has added many pedestrian paths linking greenways throughout the state. These paths are popular with young families, walking enthusiasts, and anyone seeking a little exercise in a very pleasant setting. However, the number of people who walk to work is actually decreasing. Out of 373,070 workers in Delaware, only 2.6% (9,637) walked to work regularly in 2000. That's down from 3.8% in 1990.

Walking as Primary Way to Commute 1990 vs. 2000

Figure 5.6

	Total Workers	Number Who Walk	Total Workers	Number Who Walk
New Castle	227,644	9,702	245,134	6,748
Kent	54,697	1,711	59,813	1,361
Sussex	51,785	1,449	68,123	1,528
Total	334,126	12,862	373,070	9,637
	1990		2000	

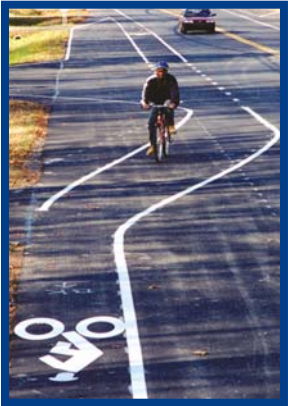
Source: Bureau of the Census, U.S. Department of Commerce (1990 and Census 2000)
Note: Census figures are updated every 10 years.



Moving People - Biking

Biking

Additional bike lanes, paved shoulders, lockers, bike paths, trails, and greenways are making it increasingly easier to travel by bicycle in Delaware. The Department of Transportation has installed high-security clamp-type bike racks at many Park & Ride lots in the state. Some employers are beginning to do the same. However, there is still much to be done. Although bikes are popular among children and teens for recreation and transportation, as well as with adults as a form of exercise, the percentage of workers in Delaware who used bikes for commuting to work in 2000 was less than 1%.



Bikes as Primary Way to Commute 1990 vs. 2000

Figure 5.7

	Total Workers	Number who Bike to Work	Percent who Bike to Work	Total Workers	Number who Bike to Work	Percent who Bike to Work
New Castle	227,644	852	0.4%	245,134	466	0.2%
Kent	54,697	137	0.3%	59,813	137	0.2%
Sussex	51,785	142	0.3%	68,123	248	0.4%
Total	334,126	1,131	0.3%	373,070	851	0.2%
	1990			2000		

New Castle

Kent

Sussex

Total

Source: Bureau of the Census, U.S. Department of Commerce (1990 and Census 2000)
Note: Census figures are updated every 10 years.

Park & Ride/Rideshare

Park & Ride/Pool Locations

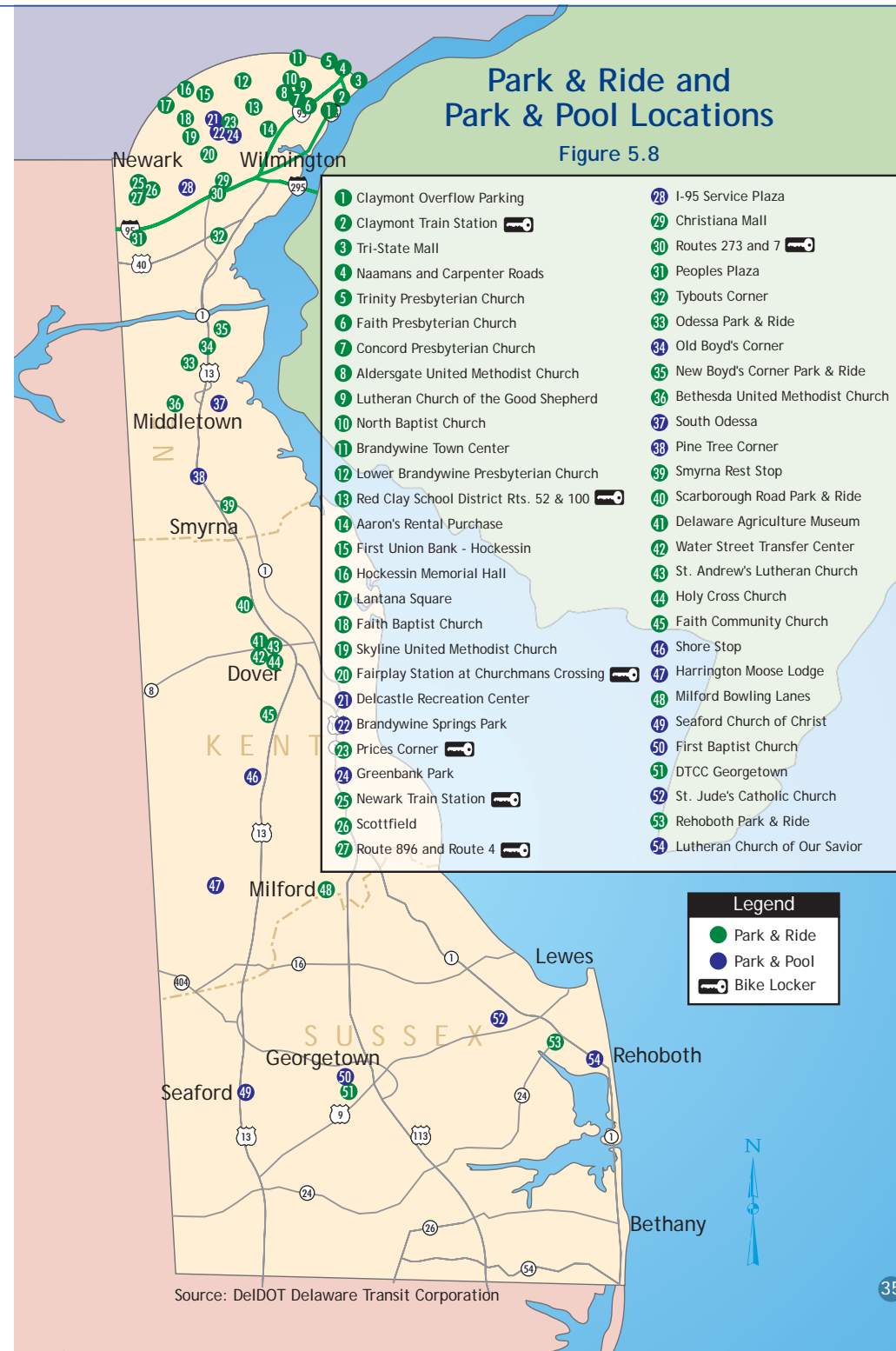
Park & Ride lots (which are served by transit) and Park & Pool lots provide convenient parking and a place where commuters may meet carpools or vanpools, or use a variety of modes of transportation such as trains, buses, or shuttles. The Delaware Transit Corporation (DTC) administers 54 of these lots statewide and also offers free access to secured bicycle lockers at various Park & Rides throughout New Castle County (see keys on map). Commuters can call 1-800-652-DART or visit www.DartFirstState.com for Park & Ride/Pool locations near them and for information on bicycle lockers.

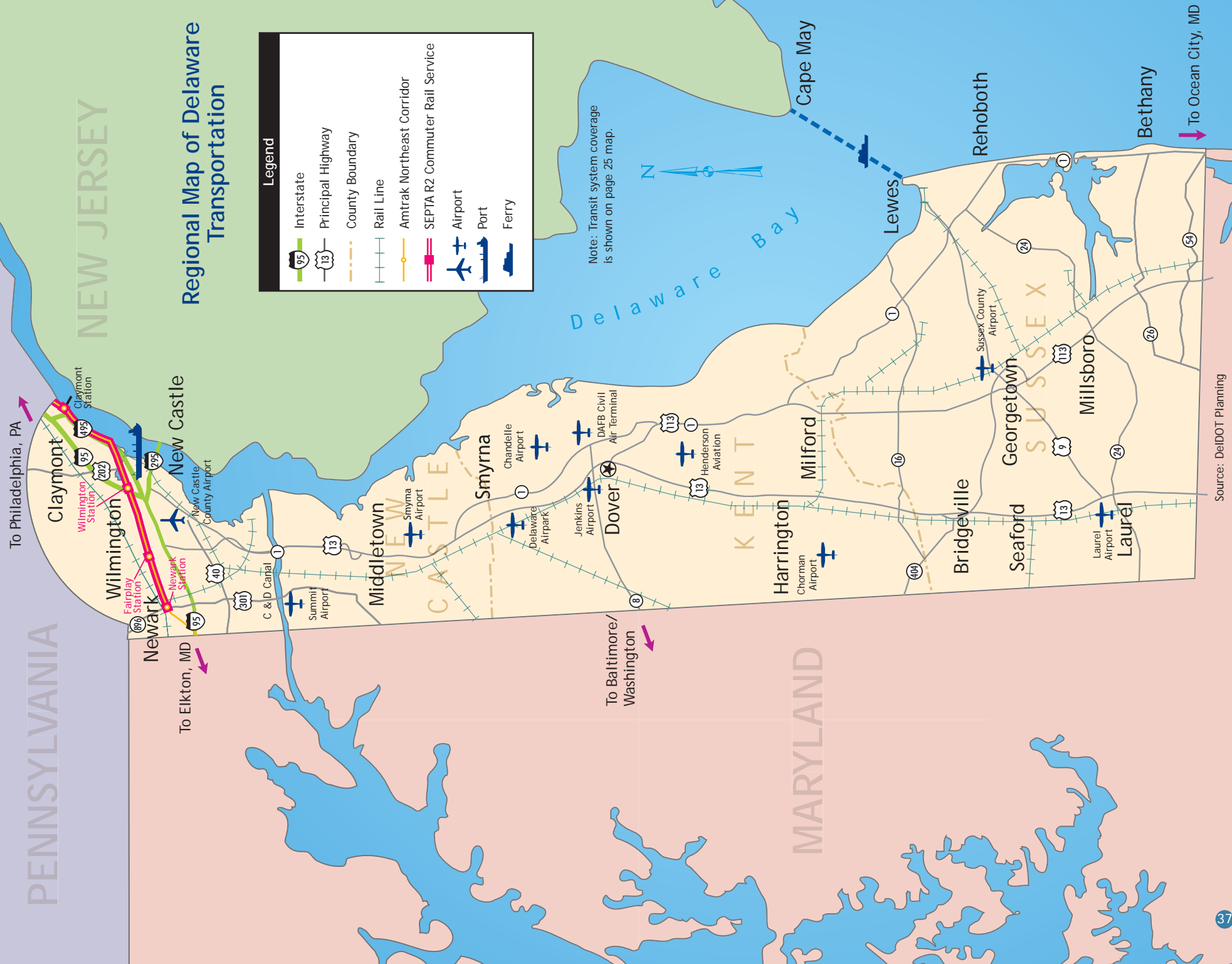
Ridesharing

RideShare Delaware is a free public service of DART First State and is administered by The Transportation Management Association of Delaware, TMA Delaware. The RideShare Delaware program offers free and confidential carpool matching services for individuals who work in the State of Delaware. For commuters wanting a different option, RideShare offers a vanpool program and other various shuttle services.

Delaware employees who share the ride to work via carpooling, vanpooling, riding public transit, walking or biking are eligible for RideShare Delaware's "Guaranteed Ride Home" benefit. The benefit ensures program participants a free ride home from work, via taxi or rental car, in the event of an emergency during the workday. Call 1-888-RIDE-MATCH or visit www.ridesharedelaware.org to learn more.

In addition to administering RideShare Delaware for DART First State, TMA Delaware provides customized programs and services for Delaware employers interested in reducing single occupancy vehicle travel to their worksite.





Moving People & Goods - Aviation

Aviation

Public aviation facilities in Delaware concentrate on private business and recreational flights, since most commercial airline passengers fly out of nearby Philadelphia International Airport or Baltimore-Washington International (BWI) airport. As the chart on page 39 shows, all of our public airports are operating at well below capacity and therefore have room to grow.

Of the eleven public-use airports in our state, four are publicly owned: Delaware Airpark, New Castle County Airport, Sussex County Airport and the Civil Air Terminal at Dover Air Force Base. The Delaware River & Bay Authority operates and manages the New Castle County Airport, the Civil Air Terminal and the Delaware Airpark.



Flight Activity at Public Airports 2003 vs. 2015 (Projected)

Figure 5.9

	2003		Capacity	2015	
	Flights	Percent of Capacity		Projected Flights	Percent of Capacity
New Castle County Airport	118,246	51.3%	230,400	120,500	52.3%
Summit Airport	65,300	37.8%	172,900	65,300	37.8%
Smyrna Airport	2,925	4.0%	74,000	3,500	4.7%
Chandelle Airport	10,800	23.9%	45,200	12,200	27%
Delaware Airpark	23,400	16.1%	145,500	44,700	30.7%
Jenkins Airport	2,500	3.8%	65,200	2,900	4.4%
Civil Air Terminal, Dover AFB	790	5.9%	13,500	3,600	26.7%
Chorman Airport	2,025	4.5%	45,000	3,300	7.3%
Henderson Aviation	1,000	1.5%	65,000	1,000	1.5%
Laurel Airport	7,750	14.4%	54,000	8,600	15.9%
Sussex County Airport	48,000	28.1%	171,000	57,000	33.3%
	282,736			322,600	

Source: DelDOT Planning, Office of Aeronautics

New Castle County Airport

The New Castle County Airport is the largest civilian airport in the state, with two runways over 7,000 feet long and facilities that cover 1,100 acres. The airport includes significant hangar and aviation-related business rental space, as well as a flight school, aircraft rentals, and repair services.

A new tower was recently completed and new corporate hangars are being built to meet the demands of corporate aviation. Flight Safety International has a large facility here, and flight crews from all over the world come here for recurrence flight school training. The Delaware River & Bay Authority manages this airport.



Moving People & Goods - Aviation

Dover Air Force Base

This U.S. military base is the largest aerial port facility on the East Coast, and it is an important part of the economy of Kent County. The base houses C-5A and C-5B transport planes that play a major role in overseas military and humanitarian support operations.

Dover AFB Civil Air Terminal

A joint use agreement between the base and the Department of Transportation allows private aircraft to use an adjacent civil air terminal. The Delaware River & Bay Authority operates this facility.

Sussex County Airport

Sussex County Airport is owned and operated by the county and is located just east of Georgetown, the county seat. The airport services general aviation, corporate aviation, military, and the state police. An environmental assessment is ongoing for the extension of Runway 4-22, along with preliminary land acquisition activities. In addition, the FAA is funding the construction of a perimeter fence for security purposes. In 2005, plans are underway for the construction of a snow removal equipment building and for the reconstruction of Runway 10-28. The airport is also home to DeCrane, Inc., a firm employing over 200, which designs, manufactures, and installs auxiliary fuel tanks, flight deck instrumentation, and other equipment for the commercial, VIP, and corporate aircraft markets.

Delaware Airpark

DelDOT purchased this Cheswold facility in 2000 and it is operated by the Delaware River & Bay Authority under a long-term agreement. The airport serves general and corporate aviation in Kent County, as well as the Delaware State University aviation flight training program. The environmental assessment for runway expansion at the airport is near completion and land acquisition activities have been initiated.

Moving Goods

Introduction

The 2002 Commodity Flow Survey by the US Department of Transportation measured Delaware goods shipments valuing over \$20 billion and weighing nearly 31 million tons. Approximately 33% of goods by value of all shipments were between

places less than 50 miles apart. Proximity to Pennsylvania, New Jersey, Maryland, New York, and Virginia make these states important destinations for Delaware goods.

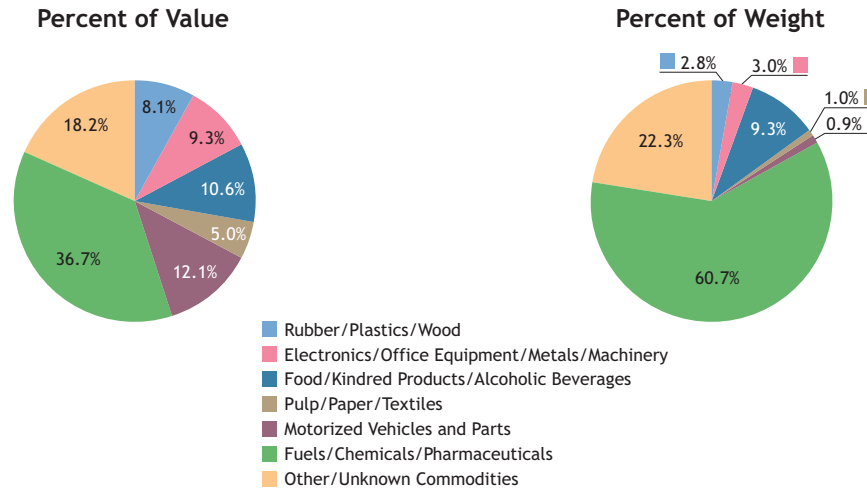
A majority of shipments were moved by truck (71.2% by value and 69.0% by weight). Another 16.5% of the value of shipments was moved by an intermodal combination of truck, rail, air, and/or water.



Moving Goods

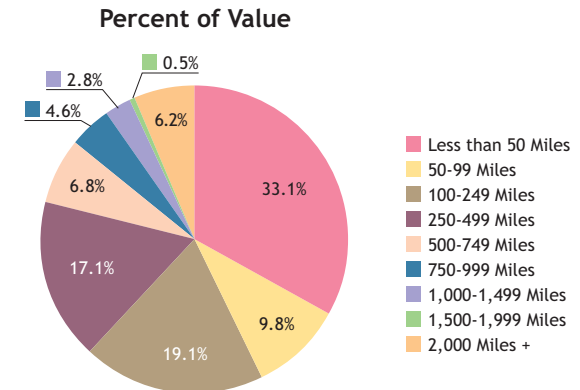
Shipments Originating in Delaware - by Commodity, 2002

Figure 6.1



Shipments Originating in Delaware - by Distance, 2002

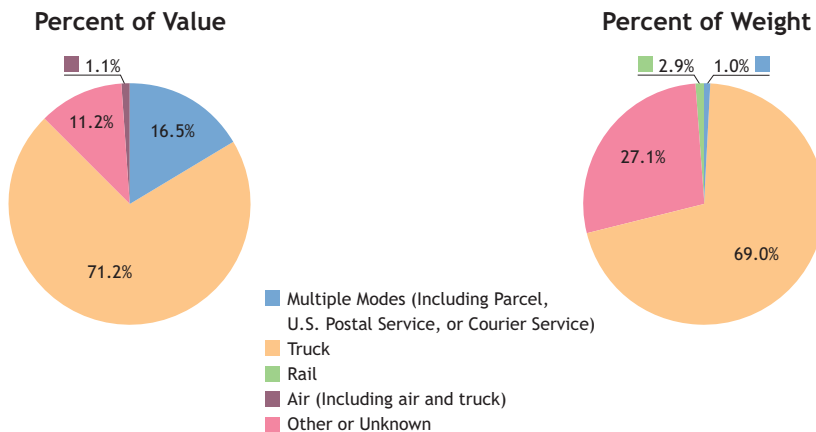
Figure 6.3



Source: US Census Bureau, 2002 Commodity Flow Survey
(The Commodity Flow Survey was last taken in 2002.)

Shipments Originating in Delaware - by Mode, 2002

Figure 6.2



Source for Figures 6.1 and 6.2: US Census Bureau, 2002 Commodity Flow Survey
(The Commodity Flow Survey was last taken in 2002.)

Truck Freight

Trucks play an important role in commerce in Delaware. Local commercial carriers serve automotive, agricultural, chemical, and other industries delivering an endless variety of goods, parcels, and mail—both in and out-of-state—to wholesalers, retailers, and residents. Delaware's sizeable poultry industry depends on trucks to

(continued on next page)



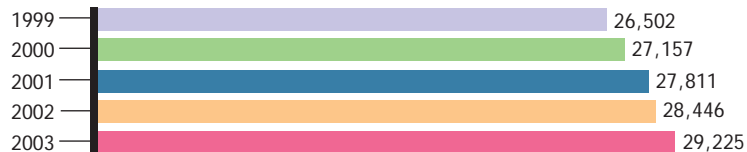
Moving Goods

get chickens to the market quickly and trucks are important in providing just-in-time parts inventory to automobile manufacturing plants. Light trucks (under 10,000 pounds gross vehicle weight) are used extensively in Delaware's construction, agricultural, and service industries.

The number of drivers holding commercial licenses increased by 759 drivers, or 2.67% from 2002 to 2003. Over the five years from 1999 to 2003, the increase was 2,723 drivers, up 10.28%.

Licensed Commercial Drivers, 1999-2003

Figure 6.4

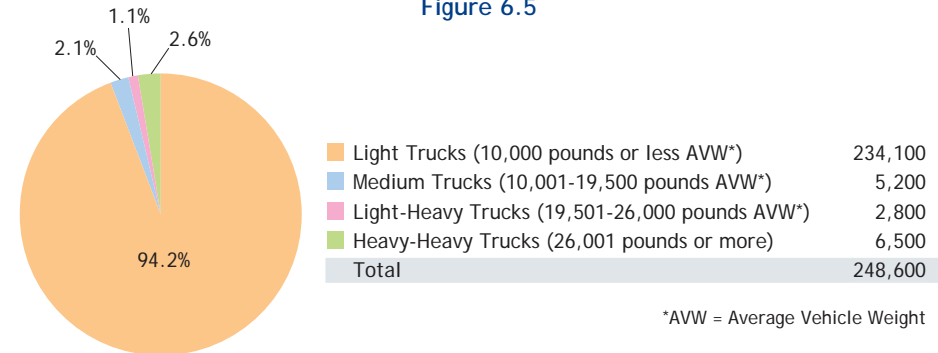


Source: DeIDOT Division of Motor Vehicles



Estimated Trucks Registered in DE - by Size, 2002

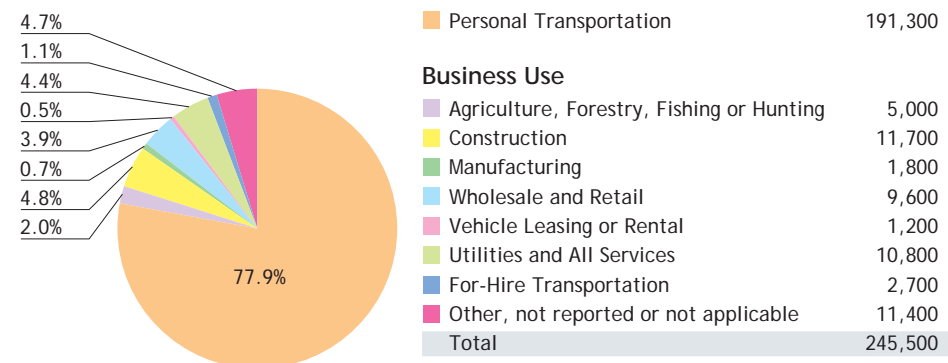
Figure 6.5



Source: US Census Bureau, 2002 Economic Census, Vehicle Inventory and Use Survey.

Estimated Trucks Registered in DE - by Business, 2002

Figure 6.6



Source: US Census Bureau, 2002 Economic Census, Vehicle Inventory and Use Survey.

Moving Goods

Truck Accident Rates

In 2003, pick-up trucks were involved in 74% of all truck crashes in Delaware. Pick-ups were in 62.5% of the fatal crashes, 74.5% of personal injury crashes, and 74.1% of property damage crashes. A three-year comparison of truck crashes involving all categories of trucks shows a downward trend in total crashes and personal injury crashes. Fatal crash results are mixed. There were 31 fatal truck crashes in 2001. This number rose significantly to 47 fatalities in 2002, and fell to 40 fatal crashes in 2003.

Type of Truck in Crash, 2003

Figure 6.7

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
Pick-Up Truck	4,066	25	1,087	2,954
Van/Panel Truck	326	1	82	243
Truck Tractor & Semi	559	8	152	399
6 or 10-Wheel Truck	538	6	139	393
Total	5,489	40	1,460	3,989

3 Year Comparison of Truck Accidents

	Total Number of Crashes	Number of Fatal Crashes	Personal Injury Crashes	Property Damage Crashes
2001	6,129	31	1,667	4,431
2002	5,574	47	1,629	3,898
2003	5,489	40	1,460	3,989

Source: Delaware State Police Annual Traffic Statistical Report, 2003



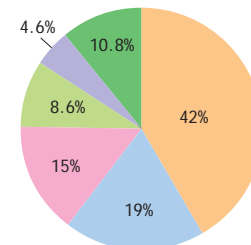
Rail Freight

Rail Shipments To and From Delaware, 2003

Figure 6.8

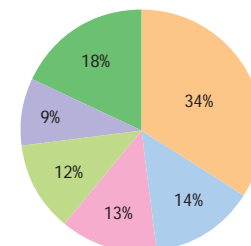
Tons Originated in DE 2003

	Tons	%
Chemicals	484,680	42%
Transportation Equipment	223,348	19%
Nonmetallic Minerals	173,240	15%
Metal, Glass & Stone Products	99,400	8.6%
Waste & Scrap	53,720	4.6%
All Other	124,788	10.8%
Total	1,159,176	100%



Tons Terminated in DE 2003

	Tons	%
Coal	1,947,551	34%
Nonmetallic Minerals	796,236	14%
Farm Products	742,516	13%
Chemicals	673,720	12%
Food Products	494,196	9%
All Other	1,050,704	18%
Total	5,704,923	100%



Source: Association of American Railroads
2003 statistics are the most recent available at this time.

Delaware has 292 total miles of rail lines, over which seven companies provide rail freight service. These include CSX, Norfolk Southern, and five short-line railroads. Traffic is of two types: local traffic that either originates or terminates in the state, and bridge traffic, which is through traffic that neither originates in nor terminates in Delaware.

The chemical and automobile industries are major customers of rail freight in Delaware. Coal, chemicals and nonmetallic minerals accounted for 60% of inbound shipments, while chemicals, transportation equipment, non-metallic minerals, metal, glass and stone products made up about 85% of outbound rail shipments in 2003. Most coal traffic goes to coal-fired electric power plants.

Moving Goods

Bridge, or pass-through traffic, includes freight shipped on CSX, Norfolk Southern, Amtrak, and Brandywine Valley Railroad connections. The two Class 1 railroads, Norfolk Southern and CSX, operate about 85% of the rail lines in Delaware, with Norfolk Southern operating 203 of their combined total of 247 miles. Overall, total rail freight traffic increased in 2003 over the 2002 totals. Total carloads of freight carried went from 409,553 in 2002 to 439,870 in 2003 (over a 7% increase). Total tons of freight carried went from 20,579,099 to 22,469,974 (an increase of over 9%).



Shipping

The Delaware Bay extends from the Atlantic Ocean to a point near Augustine Beach, Delaware, where the Delaware River begins. Considered as a whole, the Bay/River is the world's largest freshwater port. It is part of the Intracoastal Waterway which runs along the entire eastern seaboard. It carries about 2,700 ships per year to and from several port facilities and private industries, particularly oil refineries.

About 91% of the 18,831,372 tons of waterborne freight shipped from Delaware in 2003 was destined for Mid-Atlantic states, including 3,859,502 tons shipped intrastate. Pennsylvania ports received the greatest share (51.16%), followed by New Jersey (14.22%). Other shipments originating from Delaware included 1,439,099 tons to New England states and 330,389 tons to Canada and other foreign countries.

Waterborne Shipments Originating in DE, 2003

Figure 6.9

	Destination	Weight in Tons	Percent
Mid-Atlantic States	Delaware	3,859,502	20.49
	Maryland	468,145	2.48
	New Jersey	2,677,117	14.22
	New York	355,292	1.89
	Pennsylvania	9,633,857	51.16
	Virginia	67,971	.36
	Subtotal	17,061,884	90.60
New England	Connecticut	722,324	3.84
	Massachusetts	48,462	.26
	New Hampshire	20,302	.11
	Rhode Island	648,011	3.44
	Subtotal	1,439,099	7.65
Other	Foreign	330,389	1.75
	Total	18,831,372	100

Source: US Army Corps of Engineers, Waterborne Commerce Statistics Center
2003 statistics are the most recent available at this time.

Moving Goods

Port of Wilmington, DE

The Port of Wilmington is owned by the State of Delaware and operated by the Diamond State Port Corporation. In 2003, 4.4 million tons of goods were shipped through. In terms of sheer tonnage, liquid bulk petroleum (1.5 million tons) and bananas and other tropical fruits (1,312,500 tons) are the top imports to the Port.

Specialized facilities for automobiles and other niche markets, such as the importation of fresh fruits and juice concentrates, help maintain the Port's unique identity and position among East Coast ports. Recently, these facilities aided the Port in securing a 20-year lease agreement with Citrusuco North America, a tenant that operates America's largest bulk juice concentrates dockside facility.

Holmen Paper, a 400-year-old Swedish company, has selected the Port of Wilmington to be its Mid-Atlantic distribution hub. A five-year agreement calls for the Port to handle the logistics, inventory management, and truck and rail loading of Holman's high quality newsprint, catalog and magazine stock. Shipments should reach 100,000 tons annually.

Steel imports increased 70% and a year-round contract to handle steel profiles for the Kvaerner Shipyard in Philadelphia was secured.

The idled LaFarge Gypsum wallboard plant has been demolished and the Port is building a 60,000 sq. ft. cold storage warehouse for the exclusive use of Dole's year-round tropical fruit business. Completion is set for winter 2005.

Waterborne Shipments Received (short tons), Port of Wilmington, DE 2001-2003

Figure 6.10



Source: Port of Wilmington, DE, Port Statistics

Leading Import/Export Commodities, Port of Wilmington, DE 2003

Figure 6.11

		Commodity	Origin	Quantity
Imports		Bananas & Tropical Fruit	Central & South America	1,312,500 tons
		Deciduous Fruit	Chile & New Zealand	222,800 tons
		Juice Concentrate	Argentina, Brazil & Central America	162,603 tons
		Clementines	Morocco	11,400 tons
		Frozen Meat & Seafood	New Zealand & Australia	112,618 tons
		Volkswagen & Audi	Germany & Mexico	71,400 units
		Steel	Europe	37,100 tons
		Lumber	Canada	49,000 tons
		Sodium Nitrate	Chile	63,000 tons
		Liquid Bulk Fuel Oil & Petroleum Products	N/A	1,500,000 tons
Exports		GM & Ford	Middle East	32,600 units
		Kraft Linerboard	Central America	60,000 tons
		Petrol Coke	Europe	221,000 tons

Source: Port of Wilmington, DE, Port Statistics - CY 2003



Moving Goods



Chesapeake & Delaware Canal

Owned by the federal government, the Chesapeake & Delaware Canal runs 13.6 miles and connects the Delaware Bay near Delaware City with the Chesapeake Bay in Maryland. Constructed in 1829, and dredged to a depth of 35 feet in 1981, it saves an estimated 285 miles from the trip from Baltimore to Philadelphia around the Delmarva Peninsula to the Delaware Bay. Though the canal carries about 1,400 ships and 4,000 barges/tugboats annually, Delaware's main interest is in maintaining the movement of roadway and rail freight traffic over the canal. Four roadways and one rail bridge now cross the canal in Delaware and are maintained by the U.S. Army Corps of Engineers.

Air Freight

Air freight has the smallest market share of goods movement in Delaware, but its potential is great, since air freight is well-suited for carrying high-value, low-volume goods. With the exception of Dover Air Force Base, most airports in the state service corporate and pleasure-related aircraft. However, the New Castle County Airport averages 1.92 freight flights per day.

New Castle County Airport facilities cover 1,100 acres and include three runways, two of which are over 7,000 feet long, as well as 5,000 square feet of storage space. The airport provides 24-hour-a-day, 7-day services for aircraft up to and including DC-8s, plus complete ground transportation services, loading/off-loading, fueling and ground handling. (See pages 36-37 of this booklet for a map of airports.)

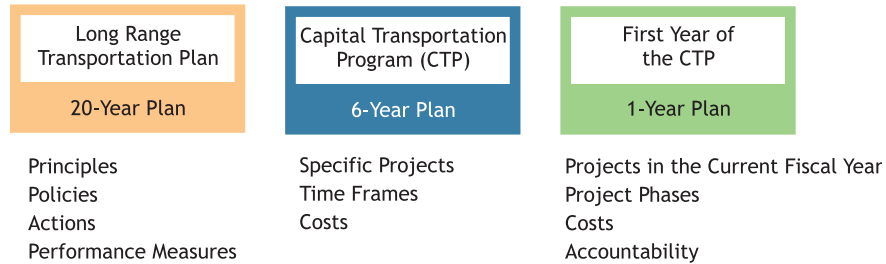


Transportation Planning

Statewide Planning

Statewide Planning

Figure 7.1



Source: DelDOT Planning

Statewide Long Range Transportation Plan *Planning Together, Moving Ahead*

Delaware's Long Range Plan was updated in 2002 to address and plan for changes that have occurred since it was originally adopted in 1997. *Planning Together, Moving Ahead* uses six guiding principles to guide DelDOT's decisions on the construction and operation of the state's transportation network and to support statewide policy initiatives such as the *Statewide Strategies for Policies and Spending* and Governor Minner's *Livable Delaware* initiative.

- | | |
|-------------------------------------|--|
| 1. Development | Direct our programs, services and facilities to support Livable Delaware. |
| 2. Travel Opportunities and Choices | Maximize transportation choices for Delaware residents and visitors. |
| 3. Cost-Effectiveness | Use cost-effectiveness as one of our fundamental principles. |
| 4. Quality of Life | Continue to emphasize quality of life as our foundation. |
| 5. Economic Development and Growth | Provide transportation opportunities that support economic development and growth. |
| 6. Planning and Coordination | Maintain planning and coordination as an integral part of our activities. |

Capital Transportation Program: 6-Year List of Projects

Currently, at the end of July each year, DelDOT submits to the Governor's Council on Transportation (COT) a proposed update to Delaware's 6-year Capital Transportation Program (CTP). The COT reviews the proposed projects, works with Metropolitan Planning Organizations (MPOs) to prioritize new projects, holds public meetings and hearings, and submits the CTP to the Governor and Budget Office by March 15 of each year. Expenditure of CTP funds is authorized when the General Assembly passes the Bond Bill.

Fiscal Year Work Program: Immediate Actions

This 1-year plan lists the specifics of current year CTP programs, including project phases, costs, and accountability.



Example of a current project: BlueBall Properties showing construction of Foulk Road underpass. Traffic moves along temporary 6-lane US 202 in background.

Transportation Planning

Transportation Planning Organizations

Council on Transportation and The Capital Transportation Program

The Delaware Council on Transportation (COT) is a nine-member panel of business and community leaders appointed by the Governor to advise on issues relating to transportation, and to review and seek public comment on the Department of Transportation's Capital Transportation Program (CTP) mandated by Delaware Code.

The CTP is a six-year program of transportation investments that is updated yearly and presented for approval and funding by the General Assembly. It also serves as the federally required three-year Transportation Improvement Program (TIP). Contact: Delaware Department of Transportation Finance at (302) 760-2700.

Metropolitan Planning Organizations (MPOs)

As a part of its surface transportation laws and regulations, the Federal Government requires metropolitan areas with populations of 50,000 or more to organize Metropolitan Planning Organizations (MPOs). MPOs develop long range transportation plans, including a prioritized Transportation Improvement Plan (TIP), plus programs, projects, and monitoring efforts that involve Federal funding within their jurisdiction. DeIDOT coordinates closely with the MPOs to assure that their long range plans complement DeIDOT's long range plans, and that MPO transportation improvement plans align with the first three years of Delaware's Capital Transportation Program (CTP).

Metropolitan Planning Organizations (MPOs)

Figure 7.2



Source: DeIDOT Planning

Delaware has two MPOs:

Delaware's Metropolitan Planning Organizations include the Dover/Kent County MPO and the Wilmington Area Planning Council (WILMAPCO). The Dover/Kent County MPO covers all of Kent County, while WILMAPCO represents New Castle County and Cecil County, Maryland. In addition, each has a Technical Advisory Committee of staff-level local government and agency representatives and a Public Advisory Committee consisting of citizens representing civic, business, environmental, and private transportation provider interest groups.

Urban areas of Sussex County have less than the required 50,000 permanent population needed to establish an MPO.

Dover/Kent County Metropolitan Planning Organization - Staff Office

Juanita S. Wieczoreck, Executive Director

Ph: (302) 760-2713

P.O. Box 383

Dover, DE 19903-0383

Wilmington Area Planning Council (WILMAPCO) - Staff Office

Tigist Zegeye, Executive Director

Ph: (302) 737-6205

850 Library Avenue

Suite 100

Newark, DE 19711

Transportation Planning

Strategies for State Policies and Spending Update - 2004

The 2004 Update of *Strategies for State Policies and Spending*, and the map on page 59, spotlight areas slated for various levels of investment. These are based on an analysis of state, county and local land-use policies. The levels are not meant as ascending levels of importance, but rather as a way to distinguish the different types of funding priorities within each area.

Figure 7.3

LEVEL 1	Strategy
City/town/village areas where population is concentrated, commerce is bustling, and a wide range of housing types already exist; contains core commercial area, several modes of transportation and a variety of housing options.	State policies will encourage redevelopment and reinvestment.
LEVEL 2	Strategy
Rapidly growing suburbs and smaller towns that have, or plan to have, public water, wastewater and utility services. These areas serve as a transition between Investment Level 1 Areas and the state's more open, less populated areas.	Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.
LEVEL 3	Strategy
Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.	Maintain existing infrastructure. Invest in phased, guided future growth only after Levels 1 and 2 are substantially built out, or when the infrastructure or facilities are logical extensions of existing systems.
LEVEL 4	Strategy
Rural areas with agribusiness, farms and settlements, typically located at historic crossroads. Also undeveloped natural areas such as forestlands; state and county parks; fish and wildlife preserves.	Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.

Source: DelDOT Planning

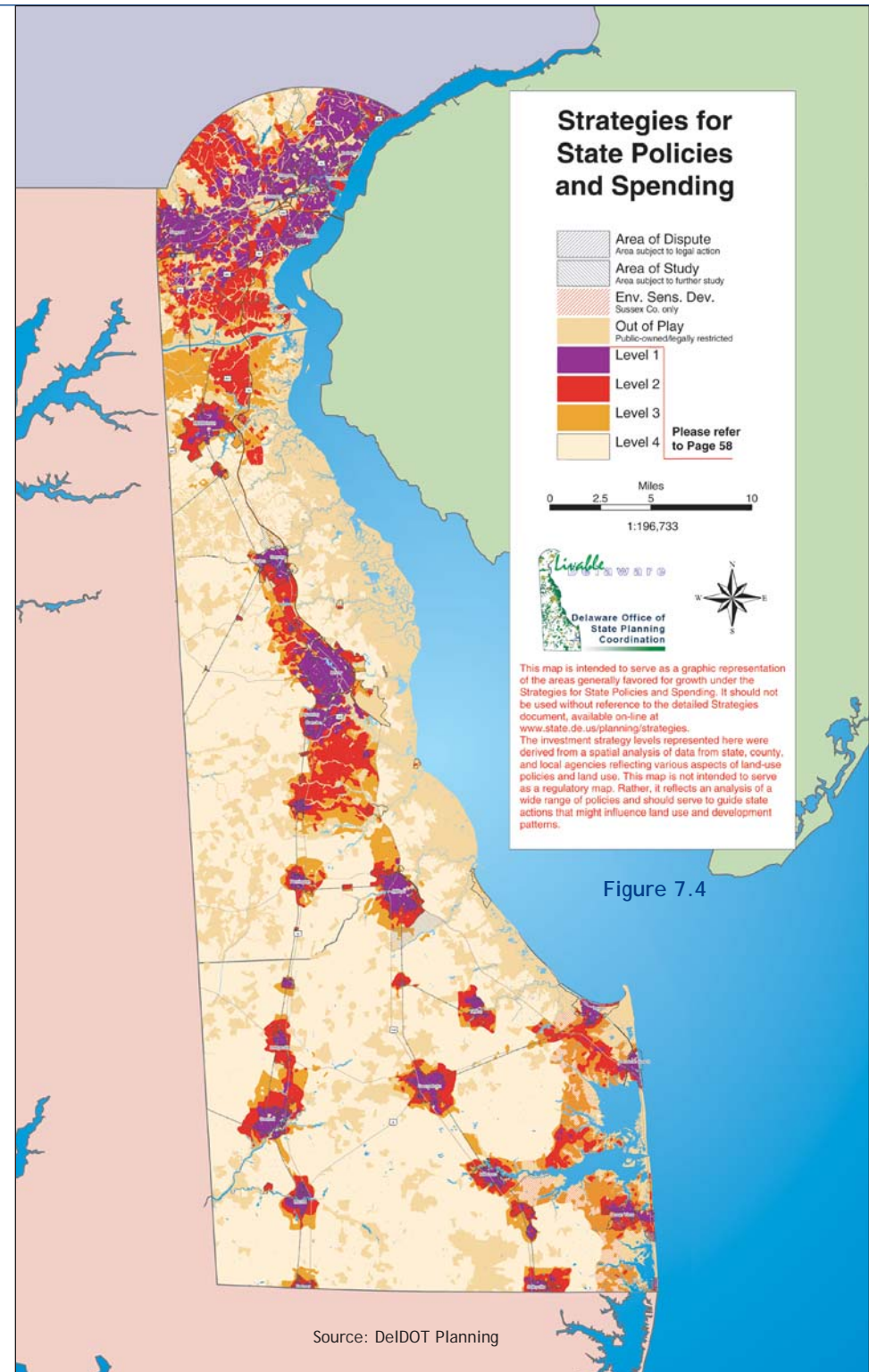


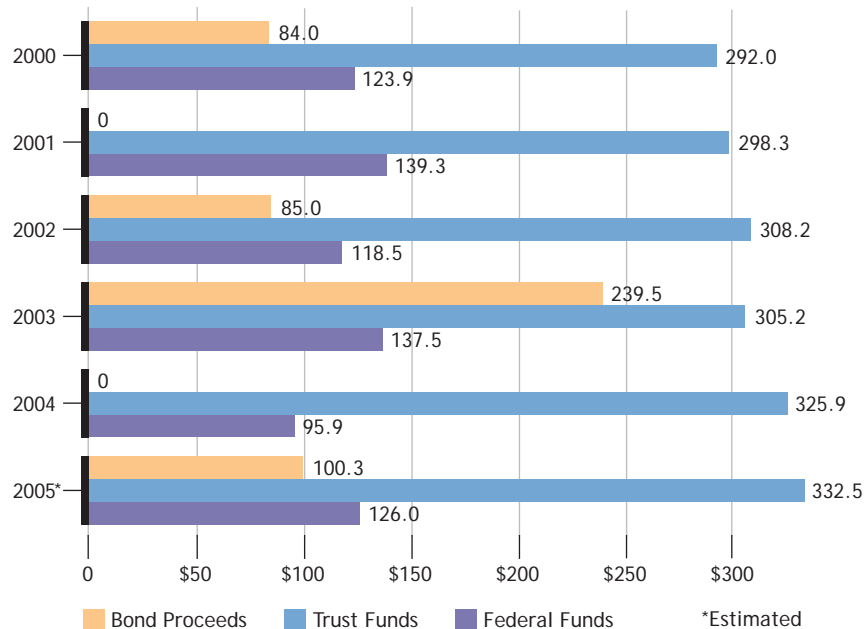
Figure 7.4

Source: DelDOT Planning

Transportation Funding

Major Sources of Transportation Revenue in Delaware (in Millions)
FY 2000-2005

Figure 8.1



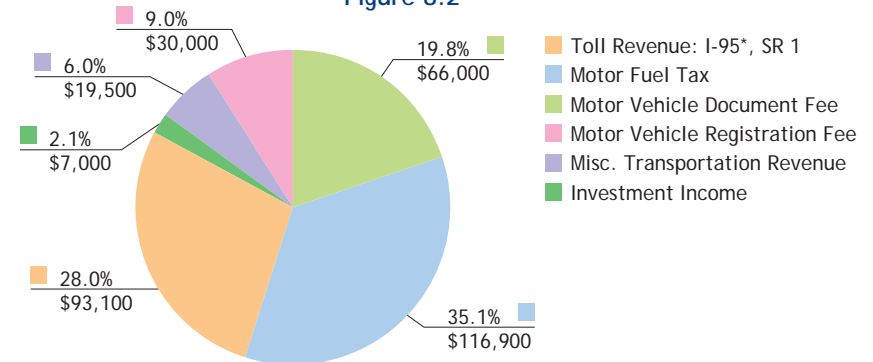
Source: DelDOT Trust Fund Administration, Audited Financial Statements, Accounting Federal Fund Year End Revenue Roll-up, 12/04 DEFAC

The Transportation Trust Fund

Transportation Trust Fund (TTF) revenues are the largest and most stable source of income for the Department. Established in 1987 to provide a predictable source of revenue to finance the construction and maintenance of Delaware's integrated transportation system, the TTF is the state's financing vehicle for all transportation capital and operating expenditures, including transit. Bonds are sold against the revenue stream. At least 50% of the Capital Program must be financed from the annual revenues; the other 50% may be bonded. These figures do not include \$10 million general fund transfer of escheat tax revenue.

Transportation Trust Fund Projected Revenue (in Millions)
FY 2005

Figure 8.2

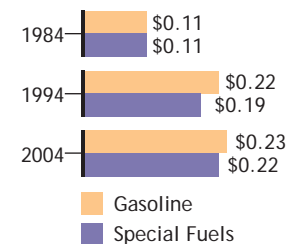


* Includes concession revenue of \$2.6 million
Source: DelDOT Trust Fund Administration, 12/04 DEFAC

Primary sources of income for the Transportation Trust Fund are motor fuel taxes, toll revenue, and motor vehicle document fees. Vehicle registrations, titling, and driver's license fees are also dedicated to the fund. Motor fuel tax revenue is derived from taxes imposed by the State on gasoline and special fuels. Gasoline and special fuel taxes are payable by distributors and dealers.

State Motor Fuel Tax History (Per Gallon)
1984, 1994, 2004

Figure 8.3



Source: DelDOT Trust Fund Administration

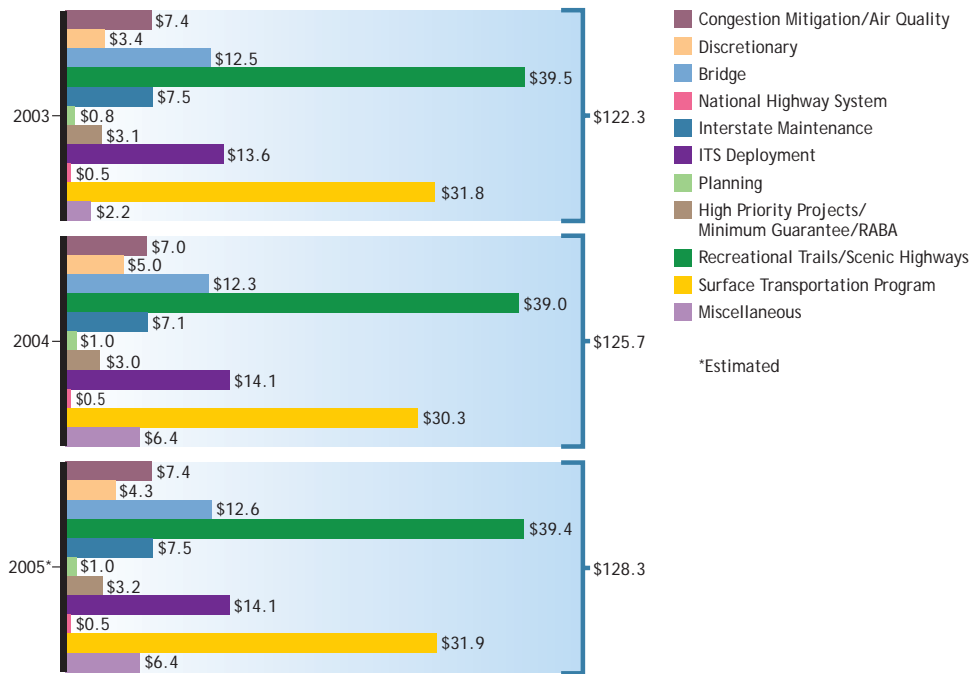
Transportation Funding

Federal Highway Administration (FHWA)

The 1998 Transportation Equity Act for the 21st Century, known as "TEA-21," authorizes federal aid for transportation in all states. Federal Highway Administration funds support transportation improvements such as Congestion Mitigation and Air Quality (CMAQ), Bridge Replacement and Rehabilitation, Interstate Maintenance (IM), National Highway System (NHS), ITS Deployment and other important programs (see page 64 for more on each). Under TEA-21, highway apportionments from FHWA increased from an average of \$79 million pre 1999 to an estimated \$128.3 million in 2005. Estimates for 2005 are \$2.6 million higher than in 2004.

FHWA Apportionments (in Millions) FY 2003-2005

Figure 8.4



*2005 Apportionments are estimated due to limited funding authorizations as proposed in the 8 month extension of the Surface Transportation Extension Act of 2004, Part V.

Source: DeIDOT Finance, Legislative & Capital Projects

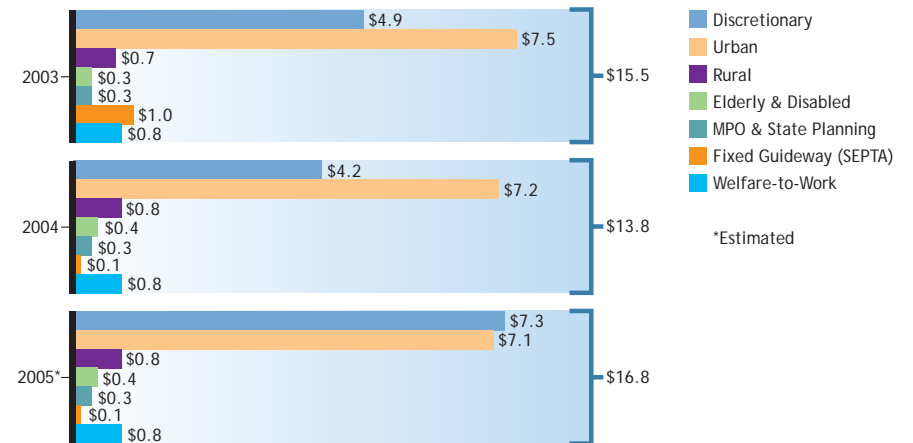
Federal Transit Administration (FTA) Apportionments

Federal Transit Administration funds support Urban and Rural Transit, MPO and State Planning, Fixed Guideway (SEPTA in DE), Elderly, Disabled and Welfare-to-Work programs.

Under TEA-21, transit apportionments from FTA also increased from an average of \$3.5 million pre 1999 to an estimated \$16.8 million in 2005. Estimates for 2005 are \$3 million higher than in 2004.

FTA Apportionments (in Millions) FY 2003-2005

Figure 8.5



Source: DeIDOT Finance, Legislative & Capital Projects

Transportation Funding

Federally Funded Programs

Federal funding is provided through a number of programs:

- **Highway Safety Improvement Program**

Identifies accident patterns and creates solutions to reduce the number and severity of accidents on our highways.

- **National Highway System**

In Delaware, 320.63 miles of roadways are designated as part of the National Highway System, targeted for Federal funds.

- **Interstate**

23 Interstate road miles in Delaware retain separate funding for completion and maintenance of Interstate roads.

- **Surface Transportation Program**

These funds may be used for a variety of projects, both highway and transit, on any roads not classified as local or rural minor collectors.

- **Transportation Enhancements Program**

Typical projects include bicycle and pedestrian facilities, preservation of historic transportation structures, and beautification of transportation-related projects. Part of the Surface Transportation Program.

- **Congestion Mitigation and Air Quality Improvement Program**

With Kent and New Castle Counties designated as non-attainment areas, Delaware is eligible for these funds. Money may be used for a variety of programs to improve air quality.

- **Bridge Replacement and Rehabilitation**

This program provides funds to states for the replacement or rehabilitation of unsafe bridges due to structural deficiencies, physical deterioration, or functional obsolescence.

- **State Planning and Research Program**

These funds are used by the Department to undertake community based transportation plans and studies, data collection and analysis activities, and to support a variety of transportation related research efforts.

Delaware Department of Transportation

Capital Budget (in Thousands)

FY 2005

Figure 8.6

Road Systems

Expressways	\$ 40,123.0
Arterials	81,553.8
Collectors	40,184.1
Locals	49,123.4
Bridges	91,999.7
Other	119,260.7
Total Road Systems	422,244.7

Grants and Allocations

Community Transportation Fund	20,100.0
Municipal Street Aid	6,000.0
Total Grants & Allocations	26,100.0

Transit

Vehicles	12,585.9
Transit Amenities	1,099.5
Rail	2,190.7
Total Transit	15,876.1

Support Systems

Planning	8,083.2
Transportation Facilities	12,200.0
Transit Facilities	11,305.0
Technology	5,270.0
Equipment	6,323.0
Transportation Management Improvements	6,649.0
Engineering & Contingencies	750.0
E-ZPass True-Up Liability	2,000.0
Aeronautics	975.4
Port of Wilmington	15,000.0
Parking Facilities	1,300.0
Total Support Systems	69,855.6

TOTAL PROGRAM \$534,076.4

Source: Capital Transportation Program

Information & Outreach



Customer Satisfaction

Customer Satisfaction Surveys are conducted annually as part of the Statewide Long Range Transportation Plan's performance monitoring system. Two different types of transportation users are sampled. One surveys 1200 General Transportation Users who drive, carpool, ride transit, walk or ride bicycles. The other surveys 100 Shippers and Carriers who ship, carry, or transport goods in Delaware.

General Transportation User Survey Overall Satisfaction Ratings by Year, 2001-2003

Figure 9.1

Overall, how well does the state's system of roads and highways meet your needs?

Overall, how well does the state's transit system meet your needs?

Overall, how well does the state's transportation system meet your needs for bicycle trips?

Overall, how well does the state's transportation system meet your needs for walking trips?

Overall, how well does Delaware's transportation system meet your travel needs?

	Very Well	Somewhat Well	Not Too Well	Not At All	Don't Know	Survey Year
Overall, how well does the state's system of roads and highways meet your needs?	36%	55%	7%	2%	0%	2003
	31%	59%	8%	1%	1%	2002
	31%	56%	8%	2%	3%	2001
Overall, how well does the state's transit system meet your needs?	32%	38%	7%	10%	13%	2003
	29%	48%	13%	6%	4%	2002
	40%	36%	4%	8%	12%	2001
Overall, how well does the state's transportation system meet your needs for bicycle trips?	15%	51%	19%	13%	2%	2003
	7%	62%	19%	12%	0%	2002
	33%	21%	25%	4%	5%	2001
Overall, how well does the state's transportation system meet your needs for walking trips?	24%	53%	10%	8%	5%	2003
	31%	45%	16%	4%	4%	2002
	21%	48%	15%	9%	7%	2001
Overall, how well does Delaware's transportation system meet your travel needs?	25%	47%	8%	9%	11%	2003
	22%	55%	10%	5%	8%	2002
	26%	52%	9%	7%	6%	2001

Source: DeIDOT Planning
Report on Customer Satisfaction - Year 2003 Survey Results

General transportation respondents in the year 2003 survey rated the road and highway system, the transit system, and Delaware's transportation system as a whole rather well in terms of meeting their travel needs compared to other modes.

Information & Outreach

Shippers & Carriers Survey Overall Satisfaction Ratings by Year, 2001-2003

Figure 9.2

	Excellent	Good	Fair	Poor	Don't Know	Survey Year
Overall, how would you rate Delaware's system of roads and highways for moving goods?	6%	55%	28%	11%	0%	2003
	8%	61%	22%	7%	2%	2002
	4%	67%	22%	7%	0%	2001
Overall, how would you rate the rail freight system in Delaware for moving goods?	50%	17%	33%	0%	0%	2003
	40%	20%	0%	20%	20%	2002
	43%	29%	28%	0%	0%	2001
Overall, how would you rate the air freight system in Delaware for moving goods?	50%	0%	50%	0%	0%	2003
	0%	100%	0%	0%	0%	2002
	0%	100%	0%	0%	0%	2001
Overall, how would you rate the Port of Wilmington for moving goods?	0%	80%	20%	0%	0%	2003
	34%	22%	33%	11%	0%	2002
	33%	22%	45%	0%	0%	2001
As a whole, how would you rate Delaware's transportation system in meeting your company's goods movement needs?	25%	66%	9%	0%	0%	2003
	28%	63%	3%	2%	4%	2002
	34%	56%	7%	1%	2%	2001

Source: DeIDOT Planning
Report on Customer Satisfaction - Year 2003 Survey Results

In 2003, as was done in previous surveys, each business was asked to rate the overall performance of each mode in meeting their company's transportation needs. Businesses were also asked to rate Delaware's transportation system as a whole. Clearly, businesses rated the transportation system rather well in terms of meeting their company's goods movement needs. "Excellent" or "Good" ratings were given by a majority of businesses surveyed.

In 2003, General Transportation Users survey respondents in the "All Motorists" category were asked questions about how well they feel Delaware's transportation system meets their needs and how important different transportation-related attributes are to them. The survey revealed motorists' priorities and showed where service should be maintained and where DeIDOT should focus on corrective actions that will further increase satisfaction for Delaware residents.

Rating of Service: Performance vs. Importance All Motorists, 2003

Figure 9.3

		Importance	
		Below Average	Above Average
Performance	Above Average	2 Maintenance: Low Priority <ul style="list-style-type: none"> ■ Litter-Free Highways ■ Landscaping and Mowing ■ Info on Delays and Closings 	1 Maintenance: High Priority <ul style="list-style-type: none"> ■ Snow Plowing & Salting ■ Clear Lane Lines ■ Pavement Condition ■ Directional Highway Signs
	Below Average	3 Corrective: Low Priority <ul style="list-style-type: none"> ■ Mode Choice 	4 Corrective: High Priority <ul style="list-style-type: none"> ■ Highways Free of Congestion ■ Sequencing/Timing of Signals

Source: DeIDOT Planning
Report on Customer Satisfaction - Year 2003 Survey Results

Compared to 2002, in 2003 information on delays and closings, landscaping and mowing, and litter-free highways remained at above average performance. Highways free of congestion and sequencing of timing of signals continue to be high priorities that need corrective action. Snow plowing and salting, clear lane lines, pavement condition and directional highway signs are high priorities performed well.

Information & Outreach

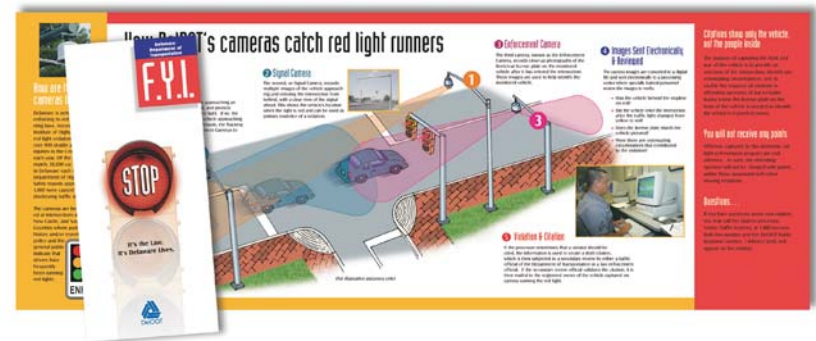
Public Information and Outreach

Call the Office of Public Relations at (302) 760-2080 or (800) 652-5600 (in state) for these most recent For Your Information (FYI) brochures or for a complete list of the continually expanding series. These will help you become informed and, if you wish, involved in the process of maintaining, improving and expanding our transportation system in Delaware.

Recent Publications



Snow Removal Reimbursement Program
Civic Associations... Enroll by December 1 each year to qualify for snow removal financial assistance.



STOP! It's the Law!
Learn how Delaware's new Red Light Running Enforcement Program is working to save lives.

Other Recent Publications

Delaware Scenic & Historic Highways

A guide to nominating a roadway for State Scenic & Historic Highway designation.

Stormwater Management

If you value Delaware's beautiful ocean, bays, rivers and streams, help us protect them by reducing water pollution "at the source."

Customer Satisfaction Surveys

Important feedback helps us serve you better. We're listening. (Updated annually).

Highway Safety Improvement Program

How targeting improvements to high accident sites is reducing the likelihood and severity of accidents on our highways.

Public Involvement

How you can be involved in shaping Delaware's transportation decisions.

DelTrac

Delaware's Integrated Transportation Management System for managing Delaware's transportation with technology.



Keep Movin'
E-ZPass Delaware
Pay your toll while you roll throughout the northeastern United States.

Important Phone Numbers

DeIDOT

Public Relations	(800) 652-5600 or (302) 760-2080
Finance	(302) 760-2700
Human Resources	(302) 760-2011
Planning	(302) 760-2111
Maintenance & Operations	(302) 760-2201
Traffic Management Center	(302) 659-2400
Delaware Transit Corporation (also see next page)	(302) 577-3278 or (302) 760-2800
Motor Fuel Tax Administration	(302) 744-2715
Hauling Permits	(302) 744-2700
Motor Vehicles	
Greater Wilmington	(302) 434-3200
New Castle	(302) 326-5000
Dover	(302) 744-2500
Georgetown	(302) 853-1000
Website Address	www.deldot.net

Other State Agencies

Delaware Economic Development Office	(302) 739-4271
Department of Safety and Homeland Security	(302) 744-2680
Delaware State Police	(302) 739-3211
Office of State Planning Coordination	(302) 739-3090
First State Online	www.delaware.gov

Other Organizations

Amtrak	(302) 429-6527 or (800) 872-7245
Delaware River & Bay Authority	(302) 571-6300
Port of Wilmington, Delaware	(302) 472-7678
SEPTA	(215) 580-7800
University of Delaware, Center for Applied	
Demography and Survey Research	(302) 831-8406
US Bureau of the Census (Philadelphia Region Office)	(215) 656-7550
US Army Corps of Engineers (Philadelphia District)	(215) 656-6500
US Department of Transportation - Bureau of Transportation Statistics	(202) 366-3282

Delaware Transit Corporation - An Operating Division of DeIDOT

DART First State	
Bus Route & Schedule Information	
New Castle & Intercounty	(800) 652-DART (3278)
Kent & Sussex Counties	(800) 553-DART (3278)
Paratransit	(800) 553-DART (3278)
<i>Specialized transportation for ADA-certified individuals</i>	
Customer Relations	(800) 355-8080
TDD	(800) 252-1600
<i>Hearing and Voice Impaired</i>	
SEPTA R2 Train Service	(800) 652-DART or (215) 580-7800
<i>Commuter train service connecting Newark, Churchmans Crossing, Wilmington, and Claymont to Philadelphia, PA</i>	
RideShare Delaware & Home Free Guarantee	1-888-RIDE-MATCH
<i>Carpool matching service and Guaranteed Ride Home Program</i>	
Park & Rides / Park & Pools	(800) 652-DART
<i>Designated parking lots available throughout the state to park your car and catch a bus or carpool</i>	
Transit-Related Programs	
Job Works! & Get A Job • Get A Ride	(302) 577-DART, option 5
<i>Free rides for interviewees and new hires</i>	
Operation Lifesaver Delaware	(302) 577-DART, ext. 3413
<i>Railroad Crossing & Right-of-Way safety awareness</i>	
Travel Training	(302) 577-DART, ext. 3589 or (302) 760-2858
<i>Learn how to ride public transit in one-on-one or group training sessions</i>	
SCAT (Senior Citizens Affordable Taxi)	(800) 355-8080
<i>50% discount on taxi fares for seniors and persons with disabilities</i>	
Website Address	www.DartFirstState.com

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